Administration Report on the Railways in India for the year 1912

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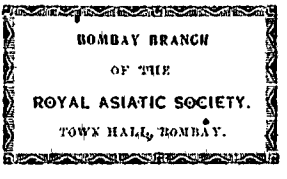

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

Calendar year 1912

BY

134564

THE RAILWAY BOARD.

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

CALENDAR YEAR 1912.

Mileage.

During the year 1912 there were 668 miles of line opened to traffic, bringing the total mileage open, after allowing for minor corrections of mileage due to realignments, re-measurements, abandonments, etc., up to 33,484 miles of the following gauges:— App. 1.

17,189	of	5′ 6″	gauge	(standard).
14,165	„	3′ 3⅜″	„	(metre).
1,692	„	2′ 6″	„	(special).
438	„	2′ 0″	„	
33,484				

There were 357 miles of line sanctioned during the year, *viz.*:—

34	of	5′ 6″	gauge	(standard).
172	„	3′ 3⅜″	„	(metre).
151	„	2′ 6″	„	(special).
357				

At the end of 1912 there were 2,455·29 miles of line sanctioned or under construction as follows:—

1,092·28	of	5′ 6″	gauge	(standard).
536·39	„	3′ 3⅜″	„	(metre).
823·12	„	2′ 6″	„	(special).
3·50	„	2′ 0″	„	
2,455·29				

Capital.

2. The actual capital outlay (excluding premia for the purchase of companies' lines) from the commencement of operations on all open lines amounted, at the close of the calendar year 1912, to Rs. 46,515·00 lakhs and that on lines under construction to Rs. 1,086·41 lakhs. In addition Rs. 91·09 lakhs were incurred on miscellaneous items (English stores, etc.) connected with railways. The total outlay amounted to Rs. 47,692·50 lakhs. App. 2.

The actual expenditure on open line rolling-stock and on other open line expenditure during the year 1912, amounted to Rs. 391 lakhs and Rs. 703 lakhs, respectively.

3. All sanctions for expenditure are given with reference to the official year, and the sum of Rs. 1,800 lakhs (£12,000,000) has been provided for 1913-14 divided as under:—

	Rs. Lakhs.
(*a*) For open lines, including Rs. 760·12 lakhs for rolling-stock ...	1,518·68
(*b*) For lines already under construction—	
(*i*) begun prior to 1912-13	263·78
(*ii*) begun during 1912-13	17·54
(*c*) For lines to be begun in 1913-14	...
Total ...	1,800·00

The above figures give the original distribution of the budget grant; subsequently, however, an additional allotment of Rs. 4 lakhs was made for commencement of work during 1913-14 on the Guntur-Tenali railway.

Financial Results to the State.

4. The financial result to the State during the year 1912 of the working of the State railways, after meeting, in addition to the expenses of working, all charges for interest on capital outlay by the State and on capital raised by Companies, also annuity payments connected with the purchase of railways by the State, was a net gain of Rs. 823·33 lakhs (£5·49 million). This result, however, is arrived at after inclusion in the charges against revenue of a sum of Rs. 140·35 lakhs (£936 thousand) representing the portion of annuity payments in redemption of capital. Omitting this item, which is not properly a revenue charge, the true result for the year is a net gain of Rs. 964 lakhs (£6·42 million).

The subjoined table compares the financial results of the year 1912 with those of the two preceding years. [It is to be noted that the figures of surplus of net revenue over interest shown therein understate the real surplus derived from the railways open to traffic, as the interest charges include the interest on the capital of lines under construction, which, if these lines were being constructed by private enterprise, would be charged to the capital account.]

	1910.			1911.			1912.		
	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.
REVENUE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross traffic receipts.—State railways	45,70,51,683	...	45,70,51,683	48,56,61,423	...	48,56,61,123	54,99,48,622	...	54,99,48,622
Gross traffic earnings.—Guaranteed railways	...	...	...	...	...	...	...	59,707	59,707
Repayment of advances of interest.—Subsidized railways	5,77,368	...	5,77,368	8,71,068	...	8,71,068	10,24,458	...	10,24,458
Total revenue	45,76,29,051	...	45,76,29,051	48,65,33,091	...	48,65,33,091	55,09,73,080	59,707	55,10,32,787
EXPENDITURE.									
Working expenses.—State railways	24,67,29,271	...	24,67,29,271	25,77,01,430	...	25,77,01,430	27,29,33,061	...	27,29,33,061
Working expenses.—Guaranteed railways	...	...	...	...	...	...	...	...	...
Share of surplus profits paid to Companies, etc.	50,97,813	...	50,97,813	64,05,341	...	64,05,341	84,13,894	...	84,13,894
Land and supervision charges.—Guaranteed railways	...	—*14,841*	—*14,841*	...	833	833	...	...	...
Land and subsidy charges	3,75,807	...	3,75,807	5,82,217	...	5,82,217	8,01,442	...	8,01,442
Miscellaneous railway expenditure	4,03,636	...	4,03,636	2,47,673	...	2,47,673	5,58,170	...	5,58,170
Total expenditure	25,16,06,527	—*14,841*	25,15,91,686	26,49,36,661	833	26,49,37,494	28,27,07,467	...	28,27,07,467
Net revenue	20,60,22,524	14,841	20,60,37,365	22,15,96,430	—833	22,15,95,597	26,82,65,613	59,707	26,83,25,320
ORDINARY INTEREST CHARGES.									
Interest on capital outlay.—State railways	5,03,10,170	...	5,03,10,170	6,59,86,159	...	6,59,86,159	7,02,41,765	...	7,02,41,765
Interest on debt for purchase of railways	2,63,61,795	...	2,63,61,795	2,85,32,445	...	2,85,32,445	2,93,92,825	...	2,93,92,825
Interest on advances of capital to Companies	65,75,761	...	65,75,761	60,66,243	...	60,66,243	58,35,809	...	58,35,809
Interest on capital raised by Companies	3,10,04,520	...	3,10,04,520	2,73,16,011	...	2,73,16,011	2,75,16,490	...	2,75,16,490
Portion of annuities in purchase of railways representing interest on capital	3,98,01,930	...	3,98,01,930	3,94,37,445	...	3,94,37,445	3,90,71,085	...	3,90,71,085
Total interest	16,30,54,176	...	16,30,54,176	16,73,38,294	...	16,73,38,294	17,19,57,974	...	17,19,57,974
Surplus of net revenue over interest	4,29,68,348	14,841	4,29,83,189	5,42,58,136	—*833*	5,42,57,303	9,63,07,639	59,707	9,63,67,346
Portion of annuity payments representing redemption of capital also charged against revenue	1,31,08,200	...	1,31,08,200	1,35,63,225	...	1,35,63,225	1,40,34,645	...	1,40,34,645
Actual net gain +, or loss —	+2,98,60,148	+14,841	+2,98,74,989	+4,06,94,911	—833	+4,06,94,078	+8,22,72,994	+59,707	+8,23,32,701

App. 3. 5. As regards the capital liability in connection with railways owned by the State there are some complications in stating the amount, owing to the fact that, in the case of some of the lines taken over, the purchase price is being paid by means of annuities. In these cases it seems correct to deduct, from the original commuted capital at which the lines were taken over, the amount redeemed by annuity payments up to date. On this basis the subjoined table shows the capital liability at the end of 1912 on account of all railways classed as State railways, including the Hardwar-Dehra railway—the State outlay, as recorded in rupees in the accounts, being converted into sterling at the rate of Rs. 15=£1. The total capital at charge amounts to £334·50 million (the details by railways being shown in Appendix 3); and on this the net revenue of the State railways for 1912, £17·89 million, gives a return of 5·35 per cent. Including, however, the sum of £10·37 million on account of capital redeemed by annuities and charged off to revenue in the accounts of successive years, the total capital outlay amounts to £344·87 million, and the net revenue of £17·89 million in 1912 gives a return on this figure of 5·19 per cent.

Capital liability on account of railways classed as State railways at end of 1912.

	£	£
1. Share capital of purchased railways being paid off by annuities :—		
Commuted value of stock purchased	97,829,817	
Deduct—		
Commuted capital representing annuities which were purchased by creation of debt (liability included under item 3) ...	12,735,652	
New stock of the Great Indian Peninsula railway exchanged for portion of annuity (liability included under item 5) ...	1,750,000	
New stock of the Madras and Southern Mahratta Railway Company issued in exchange for portion of annuity (liability included under item 5)	1,500,000	
Capital redeemed by annuity payments	10,374,107	
	26,359,759	
Net outstanding		71,470,058
2. State outlay		138,035,180
3. Debt incurred for purchase of railways		55,064,154
4. Capital advanced by Government to Companies		12,664,140
5. Capital raised by Companies on the Secretary of State's guarantee (including overdrafts of capital)		57,266,553
TOTAL CAPITAL LIABILITY		334,500,085

Statistical Results of Working.

6. With a net addition of 645 miles to the open mileage, the gross earnings of all Indian railways during the calendar year 1912 amounted in round figures to Rs. 6,165·07 lakhs, compared with Rs. 5,527·92 lakhs in 1911, being an increase of Rs. 637·15 lakhs, while the working expenses were Rs. 132·00 lakhs more than in 1911. The net earnings amounted to Rs. 3,149·15 lakhs, against Rs. 2,644·00 lakhs in 1911, or an increase of Rs. 505·15 lakhs. These net earnings yielded a return on the capital outlay (Rs. 46,515·00 lakhs) on open lines, *i.e.*, on mileage earning revenue, of 6·77 per cent, as compared with 5·87 per cent in 1911. App. 7.

Of the increase of Rs. 637·15 lakhs in the gross earnings, the East Indian railway accounted for Rs. 94·05 lakhs or 14·76 per cent, the North Western railway for Rs. 126·54 lakhs or 19·86 per cent, the Great Indian Peninsula railway for Rs. 91·29 lakhs, or 14·33 per cent, the Bengal-Nagpur railway for Rs. 62·93 lakhs, the Bombay, Baroda and Central India railway for Rs. 49·23 lakhs and the Oudh and Rohilkhand railway for Rs. 41·40 lakhs. App. 6.

The total number of passengers carried was 417·23 million, against 389·86 million, and the earnings therefrom amounted to Rs. 1,956·48 lakhs, against Rs. 1,849·08 lakhs as compared with 1911. The number of third class passengers carried was more by 27·09 million and the earnings therefrom by Rs. 128·20 lakhs. The increase of Rs. 107·40 lakhs in the passenger earnings was contributed chiefly by the Bengal-Nagpur railway (Rs. 21·10 lakhs), the East Indian railway (Rs. 14·41 lakhs), the South Indian (3′ 3⅜″ gauge) railway (Rs. 10·24 lakhs), the Oudh and Rohilkhand railway (Rs. 9·83 lakhs), the Burma railways (Rs. 7·71 lakhs), and the Bengal and North-Western railway (Rs. 6·55 lakhs), and was due to the development of traffic and to the period having been auspicious for the performance of pilgrimages and celebration of marriages. App. 4.

The average rate charged to passengers of all classes was 2·45 pies per mile, just over ⅛th of a penny, and the average distance travelled was about 37 miles. There have been no material fluctuations in these figures since 1884. App. 7.

The aggregate tonnage of goods moved during the year 1912 was 78·47 million tons and the earnings therefrom were Rs. 3,791·84 lakhs, an increase over the previous year of 7·21 million tons and of Rs. 498·52 lakhs in earnings. Of the increase in the goods receipts the North Western railway contributed Rs. 132·15 lakhs or 26·51 per cent and the Great Indian Peninsula railway Rs. 90·64 lakhs or 18·18 per cent, while the remainder was contributed principally by the East Indian, Bengal-Nagpur and the Bombay, Baroda and Central India railways. App. 4.

The increase in goods earnings on the North Western railway was chiefly due to heavy bookings of "Grain and Pulse" and "Cotton, raw" for export to Europe, that on the Great Indian Peninsula railway arose from larger despatches of "Wheat" and "Other Grain and Pulse" for export to Europe and for distribution to districts affected by famine.

The total weight of the traffic in "Grain and Pulse," "Coal," "Cotton, raw and manufactured," "Oils," "Oil-seeds," "Sugar," "Salt" and "Jute" during the year 1912 amounted to 44·13 million tons and the earnings therefrom to Rs. 2,581·05 lakhs, against 38·73 million App. 10.

tons and Rs. 2,172·55 lakhs, respectively, in the previous year. The traffic in these commodities amounted during the year 1912 to 72·26 per cent in weight and 73·03 per cent in earnings of the total traffic carried for the public, against 71·43 per cent and 71·05 per cent, respectively, in the previous year.

There was an increase of 2,982 thousand tons and Rs. 266·26 lakhs under "Grain and Pulse," owing to larger exports of "Wheat" and "Other Grains" to Europe; of 248 thousand tons and Rs. 17·69 lakhs in the "Jute" traffic, owing to better outturn of "Jute" and to greater bookings to Europe; of 299 thousand tons and Rs. 27·87 lakhs under "Sugar," due to good sugar cane crops, backed by heavy demands; of 404 thousand tons and Rs. 12·80 lakhs under "Metals" due to greater demand of "Manganese Ore" for shipment and to larger bookings of "Iron ore" to the Barakar and Tata and Sons' Iron Works; and of 225 thousand tons and Rs. 50·56 lakhs under "Cotton," due to excellent crops and to larger bookings of "Cotton, raw" to Europe. There was, however, a falling off of 513 thousand tons and Rs. 34·09 lakhs under "Oil-seeds," owing to the partial failure of crops and to a poor demand of "Linseed" and "Til or jinjili" for export.

App. 13. *Coal.*—During the year 1912 the total output from the collieries in India and Burma amounted, as shown in Appendix 13, to 14·71 million tons, against 12·72 million tons in 1911. The exports of Indian coal to Indian ports, principally from Calcutta to Bombay, Karachi and Madras, rose from 1·60 million tons to 1·76 million tons or by 152·99 thousand tons, and those to ports outside India, including Burma, principally from Calcutta to Rangoon and Ceylon, from 1,253·97 thousand tons to 1,325·24 thousand tons or by 71·27 thousand tons. The imports of coal from the United Kingdom fell from 245·04 thousand tons to 144·80 thousand tons or by 100·24 thousand tons, while those from other countries rose from 73·63 thousand tons to 415·99 thousand tons or by 342·36 thousand tons.

App. 12. The total quantity of Indian coal consumed by railways during the year 1912 increased from 4·22 million tons to 4·59 million tons or by 367·60 thousand tons, and the amount of foreign coal consumed from 32·13 thousand tons to 118·58 thousand tons.

App. 10. The traffic in coal carried by railways increased from 14·52 million tons in 1911 to 16·55 million tons in 1912, and the earnings therefrom from Rs. 413·63 lakhs to Rs. 486·24 lakhs. The increase occurred principally on the East Indian railway and was due to the revival of the coal trade.

App. 7. The average rate for all descriptions of goods carried per ton per mile was 4·66 pies, compared with 4·73 pies in 1911, or just under ½ penny; while the average distance over which a ton of goods was carried was 199 miles, against 187 miles in the previous year.

Congestion of Traffic.

7. The special difficulty with which Railway Administrations have had to grapple during the year has been the inability of railways to deal promptly with all the traffic offered to them. This difficulty has been especially acute in connection with the coal traffic.

For the last six years the Railway Board and the Boards of Directors of Railway Companies have been working on a steady policy of improving the capacity of open lines and increasing rolling-stock, within their financial limitations, and the very large increase in gross earnings and in tonnage carried in 1912, as compared with former years, indicates that the carrying capacity of railways has been largely increased; but at the same time there is no doubt that for the time being trade in India, as in most other countries of the world during the current trade boom, has outstripped the transport capacities of the railways.

Every effort has been made to accelerate the rate of progress of works already initiated or planned in pursuance of the policy of improving the carrying capacity of open lines, and all such works are being vigorously pushed on. Specially large supplies of rolling-stock have been ordered. The largest Programme grant which has yet been attained for Indian railways has been provided for 1913-1914, and arrangements have been made which it is hoped will tend towards the prevention of lapses other than those rendered inevitable by the occurrence of strikes or other disturbances of the European markets for railway material. In the course of the year under review the problem of congestion was the subject of frequent communications between the Government of India and the commercial community. An important conference was held partly in Calcutta and partly in the coal-fields, at which the difficulties of the coal traffic were discussed between the railway administrations and representatives of the coal trade. Subsequently Sir Henry Burt, Agent of the North Western Railway was put on special duty as an additional Member of the Railway Board, solely in connection with congestion, and investigated on the spot with very valuable results the congested jute traffic on the Eastern Bengal railway and also advised in other railway areas throughout India where congestion had occurred. Generally speaking it may be said that, while the traffic carried in the cold weather of 1912-1913 was even heavier than that of the corresponding period in the previous year, the congestion was far less acute, and with a vigorous prosecution of the existing railway policy, there are good grounds to hope that a marked and progressive improvement will now be visible in each successive year.

Important Works.

8. During the year the attention of all Railway Administrations has been concentrated on pushing on open line works so as to lose no time in improving the carrying capacity of their lines.

The number of works in progress is very large indeed and the following are short references to some of the more important works completed and in progress.

Works *completed* during the year 1912 :—

Eastern Bengal railway, 5' 6" gauge section.—The up and down quadruple lines between Kankinara and Kakurgachi Road.

The relaying of the Bongong-Ranaghat branch and of the down main line between Poradaha and Ranaghat with 90-lb. flat-footed steel rails, as also of 86 miles of the line from Narayanganj to Mymensingh with second-hand 62-lb. flat-footed steel rails.

Great Indian Peninsula railway system.—The relaying of the Bhore and Thal Ghats, and 21 miles of the line between Thana and Kalyan; also 11 miles of that between Kurla and Thana with 100-lb. section track.

Madras and Southern Mahratta railway, 3' 3⅜" gauge section.—The relaying of 100 miles of 41¼-lb. track with 60-lb. rails on the Harihar and Poona branches.

North Western railway, 5' 6" gauge section.—The second line from Lahore to Raewind, 24·14 miles, the new three-track bridge over the Chinee Creek at Karachi and the renewing of 77¾ miles of 62-lb. flat-footed steel rails on the Sihala-Jamrud section, with new 90-lb. flat-footed steel rails, as also the remodelling of Lodhran station.

Oudh and Rohilkhand railway system.—Portion, 4·19 miles, of the second line between Moghal Sarai and Benares Cantonment.

Bengal and North-Western railway system.—The permanent bridge, (eighteen 200-foot spans) over the Gogra river at Manjhi Ghat, called the "Inchcape" bridge; the Jhusi-Izat Bridge (Tirbeni-Prayag) section of the Benares-Allahabad extension, including the Izat bridge over the Ganges, (forty 150-foot spans); the permanent bridge, (thirteen 150-foot spans, one 100-foot span and one 200-foot span) over the Gundak river at Bagaha; and the Bagmatti bridge at Dhang, (fifteen 100-foot spans).

Burma railways system.—The remodelling of the station yards at Rangoon and Pegu and of the new locomotive yard at Malagaon.

9. Works *in progress* at the end of 1912 :—

Bengal-Nagpur railway, 5' 6" gauge section.—The strengthening of the Hasdeo bridge (five 200-foot spans), of the Ib bridge (nine 150-foot spans) and of the Mand bridge (eight 100-foot spans).

Bombay, Baroda and Central India railway system.—The rebuilding of the Mahi, Par and Tapti bridges, the remodelling of the locomotive and carriage and wagon shops at Parel and the remodelling of the large yards at Ahmedabad, Bandra and Baroda stations.

Burma railways.—New carriage and wagon shops at Myitnge.

Eastern Bengal railway, 5' 6" gauge section.—The construction of the independent broad gauge line from Sara to Santahar, 48·51 miles; the remodelling of Calcutta (Sealdah) and Beliaghata yards. New carriage and wagon shops at Kanchrapara.

North Western railway, 5' 6" gauge section.—The doubling of the new Beas and the Malir bridges (twenty-five 60-foot spans), the new Jumna bridge (which was delayed during the year for want of girders) and the Ambala-Saharanpur doubling.

South Indian railway, 3' 3⅜" gauge section.—The links and connected works required to establish through connection between India and Ceylon.

Great Indian Peninsula railway system.—Currey Road-Kalyan quadrupling; new Carriage and Wagon shops at Matunga; and the Shegaon-Nagpur doubling.

Madras and Southern Mahratta railway.—Extension of the Perambur workshops, the new central offices at Adam's Park, Madras, and the remodelling of Bezwada station yard.

The following important works have recently been sanctioned :—

North Western railway.—Rohri-Kotri doubling.

Bengal-Nagpur railway.—Bhojudih-Adra-Bankura doubling.

10. As regards the lines under construction good progress has been made generally within the funds allotted. The progress of work on the Sara bridge may be specially noted. More than two-thirds of the total quantity of earthwork required for the approaches to the Lower Ganges bridge near Sara has been completed; also the pair of stone pitched guide banks flanking the bridge and three-quarters of the Raita Ghat guide bank. The five well foundations started in 1911 were completed in the same working season and two piers built. Of the six other well foundations which have been started two are nearing completion. Work has been delayed on account of the late arrival of materials from England due to the strikes.

Railway Surveys.

11. The following surveys were *completed* during 1912.

Province.	Railway Administration.	Survey. From	Survey. *Vid*	Survey. To	Class of survey.	Gauge.	Length.	Remarks.
							Miles.	
Assam	Assam-Bengal	Habiganj	...	Ajmiriganj	Reconnaissance.	2′ 0″	19·89	
		Habiganj	...	Begumkhan	Detailed...	,,	15·00	
		Habiganj	...	Madna	Reconnaissance.	,,	2·40	
		Sealtick	Hailakandi	Lala Bazar	Detailed...	,,	24·00	
		Srimangal	Maulvi Bazar	Manumukh	,, ...	,,	22·50	
	Eastern Bengal	Gauhati	...	Borpani	,, ...	3′ 3⅜″	70·00	This survey was actually made for a 2′ 0″ gauge line.
Bengal	Bengal Docars	Chalsa	...	Matelli	,, ...	,,	5·31	
	Eastern Bengal	Godagari	RampurBoalia	Nattore	,, ...	5′ 6″	41·65	
		Khoolna	...	Bagir Hat	,, ...	2′ 6″	20·00	
		Khoolna	Gournadi	Barisal	Reconnaissance.	,,	67·13	With a branch to Madaripur.
		Kurigram	Ramna	Chilmari	Detailed...	3′ 3⅜″	21·50	
		Nachoul	RampurBoalia	Gopalpore	,, ...	5′ 6″	50·00	
		Santahar	...	Maldah	,, ...	3′ 3⅜″	54·39	
		Santahar	...	Parbatipur	,, ...	5′ 6″	61·90	
		Sara	...	Serajganj	,, ...	,,	76·35	
		Teesta	...	Kurigram	,, ...	3′ 3⅜″	15·00	
	East Indian	Bandel	...	Burdwan	,, ...	5′ 6″	41·22	Survey for a third line.
Bihar and Orissa.	Bengal and North-Western.	Sonepore	...	Dighwara	,, ...	3′ 3⅜″	12·83	
	East Indian	Gya	...	Shergati	,, ...	5′ 6″	22·01	
Bombay	Ambaji-Taranga Light.	Samia	...	A point within 3 or 4 miles of Ambamata temple.	,, ...	2′ 6″	14·63	
	Bombay, Baroda and Central India.	Bodeli	...	Chhota Udeypur	,, ...	,,	22·65	
		Deesa	...	Tharad	,, ...	3′ 3⅜″	84·84	With a branch to Radhanpur.
		Jatpur	...	Pani	,, ...	2′ 6″	13·10	
		Viramgam	...	Sami	,, ...	3′ 3⅜″	43·00	
	Champaner-Shivrajpur Light.	Shivrajpur	...	Pani	,, ...	2′ 6″	14·37	
	Great Indian Peninsula.	Talagaon	...	Khed	Re-survey	,,	22·00	
	Gujarat	Baad	...	Modasa	Detailed...	,,	20·00	
		Kapadvanj	Baad	Meghraj	,, ...	,,	42·50	
	Junagad	Visavadar	...	Una	,, ...	3′ 3⅜″	26·56	
	Madras and Southern Mahratta.	Kudchi	Jamkhandi	Bagalkote	,, ...	,,	75·00	
	Nizam's Guaranteed State.	Wadi	...	Gadag	(See under Hyderabad.)			
	North Western	Jacobabad	...	Kashmore	Detailed...	2′ 6″	76·50	
Burma	Maungdaw-Buthidaung Light.	Maungdaw	...	Buthidaung	,, ...	,,	17·25	
Central India	East Indian	Sutna	...	Rewa	,, ...	5′ 6″	32·81	
Central Provinces.	Bengal-Nagpur	Dhamtari	Bastar	Salur	Reconnaissance.	2′ 6″	260·00	
	Great Indian Peninsula.	Khamgaon	Amerpur	Chikli	Detailed...	2′ 6″ & 5′ 6″	38·57	
	Nizam's Guaranteed State.	Warangal	...	Balharshah	(See under Hyderabad.)			
	Railway Board	Khandwa	Akola	Hingoli	Detailed...	3′ 3⅜″	185·28	
Hyderabad	Nizam's Guaranteed State.	Wadi	...	Gadag	Final location.	5′ 6″	173·24	
		Warangal	...	Balharshah	Realignment.	,,	149·50	
	Railway Board	Khandwa	Akola	Hingoli	(See under Central Provinces.)			

Railway Surveys completed—*concld.*

Province.	Railway Administration.	Survey. From	Survey. *Vid*	Survey. To	Class of survey.	Gauge.	Length.	Remarks.
							Miles.	
Madras ...	Bengal-Nagpur ...	Dhamtari ...	Bastar ...	Salur ...	(See under Central Provinces.)			
	Madras and Southern Mahratta.	Mysore ...	...	Konehalli ...	(See under Mysore.)			
	South Indian ...	Nidamangalam	...	Mannargudi ...	Relocation	3' 3⅜"	8·58	
		Tiruturaipundi	...	Vedaraniem ...	„ ...	„	23·00	
		Virudupatti ...	Sivakasi ...	Tenkasi ...	Detailed...	„	76·32	
Mysore ...	Madras and Southern Mahratta.	Bowringpet ...	...	Kolar ...	„ ...	2' 6"	11·00	
		Chickjajur ...	...	Chitaldrug ...	„ ...	3' 3⅜"	21·07	
		Mysore ...	...	Konehalli ...	„ ...	„	76·00	
North-West Frontier	North Western ...	Pezu ...	...	Tank ...	„ ...	2' 6"	21·78	
Punjab ...	North Western ...	Lodhran ...	...	Khanewal ...	„ ...	5' 6"	55·81	In connection with the project for doubling the section.
		Pathankot ...	...	Nurpur ...	„ ...	„	15·00	
		Phillaur ...	...	Garhshankar ...	„ ...	„	29·19	
		Phillaur ...	...	Rupar ...	„ ...	„	46·33	
		Shorkot ...	...	Khanewal ...	„ ...	„	38·75	In connection with the project for doubling the section.
United Provinces.	Oudh and Rohilkhand.	Dehra ...	...	Rajpur ...	„ ...	„	8·00	

12. The following surveys were *in progress* during 1912 :—

Province.	Railway Administration.	Survey. From	Survey. *Vid*	Survey. To	Class of survey.	Gauge.	Length.	Remarks.
							Miles.	
Bihar and Orissa.	Bengal-Nagpur ...	Baripada ...	...	Talbond ...	Detailed...	2' 6"	55·00	
Bombay ...	Bhavnagar ...	Savar Kundla ...	...	Mahuwa ...	„ ...	3' 3⅜"	37·50	
	Great Indian Peninsula.	Pachora ...	...	Jamner ...	„ ...	2' 6"	32·00	
		Vambori ...	...	Shewagaon ...	„ ...	„	35·00	
	Gujarat ...	Lunavada ...	...	Sunth Rampur...	„ ...	„	20·00	
	Madras and Southern Mahratta.	Chinchli ...	...	Nipani ...	„ ...	3' 3⅜"	50·00	With an alternative from Raibag for 15 miles.
Burma ...	Burma ...	Moulmein ...	Tavoy ...	Victoria Point...	Reconnaissance.	„	500·00	
Central India	Great Indian Peninsula.	Bir	...	Bhopal ...	(See under Central Provinces)			
Central Provinces.	Great Indian Peninsula.	Bir	...	Bhopal ...	Resurvey	5' 6"	114·00	
Madras ...	Madras and Southern Mahratta.	Bhimavaram ...	...	Gudivada ...	Detailed...	„	40·00	
		Nidadavolu ...	Bhimavaram	Narasapur ...	„ ...	„	52·00	
		Renigunta ...	...	Madras ...	„ ...	3' 3⅜"	100·00	
	South Indian ...	Palakod ...	Salem ...	Karur ...	„ ...	„	147·00	With an alternative from Namakal to Samayapuram.
Mysore ...	Madras and Southern Mahratta.	Hole ...	Narsipur ...	Kadur ...	„ ...	2' 6"	110·00	
		Kolar ...	...	Chickballapur ...	„ ...	„	50·00	
Punjab ...	North Western ...	Kalka ...	...	Baijnath ...	Reconnaissance.	„	160·00	With branches.
Rajputana ...	Bombay, Baroda and Central India.	Gungapur ...	...	Luni ...	Detailed...	5' 6"	240·00	
United Provinces.	Rohilkund and Kumaon.	Jharekapur ...	...	Chowka River ...	„ ...	3' 3⅜"	20·00	
		Kashipur ...	...	Kalagarh ...	„ ...	„	27·00	

Feeder lines for which concessions have been granted to private Syndicates and District Boards.

13. During 1912 the following concessions were granted to certain private Syndicates.

(a) *Nidamangalam-Mannargudi and Tiruturaipundi-Vedaraniem railways.*—A concession was granted to the District Board of Tanjore for the construction, without rebate or guarantee, of extensions of the Tanjore District Board railway from Nidamangalam to Mannargudi (Madras) about 8 miles, and Tiruturaipundi to Vedaraniem (Madras), about 20 miles in length. The two extensions will be on the 3′ 3⅜″ gauge and are estimated to cost, approximately, Rs. 12 lakhs. The District Board has the necessary funds in hand.

(b) *Dhond-Baramati railway.*—A concession was granted to Mr. K. R. Godbole of Poona to float a Branch Line Company for the construction, on rebate terms under the Branch Line terms of 1910, of a 2′ 6″ gauge railway from Dhond to Baramati (Bombay), about 27 miles in length. The Branch Line Company has been formed and a capital of Rs. 12 lakhs subscribed.

(c) *Khoolna-Bagir Hat railway.*—Mr. Nibaran Chunder Dutt of Calcutta was granted a concession, on rebate terms under the Branch line terms of 1910 to float a Branch Line Company for the construction of a 2′ 6″ gauge railway from Khoolna to Bagir Hat (Bengal), about 21 miles in length. The Branch Line Company has not yet been formed. A capital of Rs. 7½ lakhs is required.

(d) A concession was granted to The Aracan Flotilla Company of Rangoon to float a Branch Line Company for the construction, under the Indian Tramways Act, XI of 1886, of a 2′ 6″ gauge tramway from Buthidaung to Maungdaw (Burma), a distance of about 17 miles. The line will be subsidised by the Government of Burma. The Branch Line Company has not yet been formed. It is proposed to raise a capital of Rs. 12½ lakhs.

14. The Gujarat Railways Company has been formed for the construction of the Nadiad-Kapadvanj and Godhra-Lunavada railways and the necessary capital fully subscribed. A Company has also been formed for the construction of the Siliguri-Kissengunge and Siliguri-Teesta Bridge railways and subscription will shortly be invited towards the capital required for these branches, the Darjeeling-Lebong and Ghum-Hum branches having been excluded from the terms of the concession.

15. The table below shows the concessions that have been granted under the Branch line terms of 1910:—

Name of Railway.	Gauge.	Approximate length. (Miles).	Approximate cost. Rs. (Lakhs).	Financial Working.		Promoters.
				Assistance.	Agency.	
Darjeeling-Himalayan railway extensions.	2′0″	102	41·75	Rebate ...	Branch Company	Messrs. Gillanders Arbuthnot and Company of Calcutta.
Murtajapur-Ellichpur and Murtajapur-Yeotmal.	2′6″	112	50	Rebate ...	G. I. P. railway	Messrs. Killick, Nixon and Company of Bombay.
Nadiad-Kapadvanj and Godhra-Lunavada.	2′6″	53	23·50	Rebate ...	Branch Company	Messrs. Killick, Nixon and Company of Bombay.
Ambaji-Taranga	2′6″	33	19	*Nil*	Branch Company	Sir Balchandra and Nagindass of Bombay.
Dhond-Baramati	2′6″	27	12	Rebate ...	G. I. P. railway	Mr. K. R. Godbole of Poona.
Khoolna-Bagir Hat ...	2′6″	21	7·50	Rebate ...	E. B. railway	Mr. N. C. Dutt of Calcutta.
Nidamangalam-Mannargudi and Tiruturaipundi-Vedaraniem.	3′3⅜″	28	12·12	*Nil*	S. I. railway	Tanjore District Board.
Mirpur Khas-Khadro ...	3′3⅜″	50	8·50	*Nil*	J. B. railway	Messrs. Forbes, Forbes, Campbell and Company of Karachi.

16. The increasing interest taken in the promotion of Branch Line Companies for the construction of feeder railways has been a marked feature of the year. There were under negotiation at the close of 1912 proposals for the construction of 22 miles of railway on 2′ 0″ gauge, 1,005 miles on the 2′ 6″ gauge, 251 miles on the 3′ 3⅜″ gauge, 218 miles on

the 5′ 6″ gauge, or an aggregate of 1,496 miles of railway under consideration involving a capital outlay of no less than 7·88 crores of rupees. The lines for the construction of which, under the Branch Line terms proposals have been received, have been noted in the remarks column of Appendix 8.

Rolling-stock and Safety Appliances.

17. For the year 1912-1913, a provision of Rs. 465·35 lakhs was made in the budget estimates for additional rolling-stock for open lines of railway. Further, in order to enable railways to utilize fully the allotments made for expenditure in England, permission was accorded to the transmission of indents to an aggregate value of Rs. 150 lakhs in excess of the actual grant.

An additional grant of £1 million (Rs. 150 lakhs) was also made in the month of September 1912 to provide for additional facilities for open lines of railway. Besides this, the Secretary of State for India made special arrangements for the supply of 1,850 5′ 6″ gauge 4-wheeled wagons, 50 5′ 6″ gauge brake-vans, and 100 3′ 3⅜″ gauge bogie wagons to five of the Indian railways (Company and State worked) where there were deficiencies of stock.

The additions made during the year 1912 to the rolling-stock of the railways consisted of 197 engines, 579 coaching vehicles and 5,316 goods vehicles, the number under supply being 400 engines, 1,543 coaching vehicles and 14,791 goods vehicles. App. 15 and 16.

Subsequent to the 31st December 1912 the provision of 21 additional engines, 287 coaches and 2,909 wagons has been authorised.

18. Three hundred and fifty engines, 697 coaches and 7,936 wagons were fitted with automatic brakes, bringing the total number so fitted at the close of the year up to 6,063 engines, 18,159 coaches and 64,657 wagons, as against 1,549 engines, 3,826 coaches and 92,004 wagons not fitted. App. 17.

19. Nine hundred and forty vehicles were fitted for gas and electricity, making the total number so fitted at the close of the year 18,355, as compared with 4,099 not fitted. The number fitted for gas was 512 and for electricity 428. App. 18.

20. The fitting of passenger communication to vacuum-braked stock continues to be rapidly pushed on and the work has been completed on most of the principal railways. The number and class of trains and of carriages on railways which are so fitted is shown in Appendices 19 and 20. App. 19 and 20.

Interlocking and Block Working.

21. One hundred and one stations were fitted during the year with apparatus for interlocking points and signals, and 291 stations with automatic instruments for signalling trains between stations. App. 21.

Fares and Rates.

22. *Military Traffic.*—In July 1912, sanction was accorded to the continuance, with effect from the 1st January 1912 and until further notice, of the revised vehicle rates for the conveyance of military traffic by rail, which were introduced tentatively for the years 1910 and 1911.

Royal Navy and Royal Marines.—In January 1912, sanction was accorded to the application, with effect from the 1st April 1912, of the Army rates and rules to the Royal Navy and Royal Marines.

Famine traffic.—With a view to stimulating the flow of fodder into the famine affected areas, the Government of India, in 1911, sanctioned the payment of the difference between the freight calculated at the specially reduced rates quoted by railway administrations at the instance of the Railway Board (or the ordinary tariff rates in cases where the rate had not been specially reduced) and that realised from the consignor or consignee at the rate of half an anna per four-wheeled, and one anna per bogie, wagon per mile. This concession was gradually withdrawn during 1912 as the condition of fodder improved, but was reintroduced from July 1912 in the case of stations in the Montgomery District in the Punjab where fodder was reported to be still scarce. It was also introduced in November 1912 in certain districts in the Bombay Presidency owing to a partial failure of the monsoon, the Government paying the difference between the freight charges calculated at ordinary tariff rates and the rate of half an anna per four-wheeled, and one anna per bogie, wagon per mile.

Accidents.

App. 22. 23. The following is a statement of accidents, of all descriptions, to persons, which have occurred during the last five years :—

Year.	Passengers.						Servants.						Other persons.										Total all classes.	
	By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level-crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1908	121	284	156	470	277	754	43	175	411	550	454	725	41	31	1,102	307	230	5	33	30	1,406	373	2,137	1,852
1909	29	127	161	487	190	614	31	131	334	531	365	662	47	36	1,116	269	187	12	26	30	1,376	347	1,931	1,623
1910	3	184	184	475	187	659	37	108	361	545	398	653	37	26	1,036	268	157	8	42	50	1,272	352	1,857	1,664
1911	12	134	198	565	210	699	27	125	396	666	423	791	49	39	1,126	301	223	8	47	31	1,445	379	2,078	1,869
1912	7	159	199	635	206	794	20	130	385	736	405	866	44	42	1,173	353	234	7	83	47	1,534	449	2,145	2,109

The number of passengers killed from causes beyond their own control was 0·02 per million of passengers travelling, which gives an average of 1 in 2,188·41 millions of miles travelled.

24. The following are particulars of the more serious train accidents :—

While an up special goods train was approaching Attock station, on the *North Western railway*, on the 10th January 1912, the driver lost control of the train which ran past signals and collided with the rear portion of L. Ballast train standing on the loop line. Fifteen coolies were injured two of whom subsequently died. The damage to rolling-stock and permanent-way was considerable.

A collision took place at Bhadrak station, on the *Bengal-Nagpur railway*, on the 14th February 1912, between 19 down passenger train and an engine shunting in the yard. Five railway servants and three passengers were injured, and the rolling-stock was considerably damaged.

The driver of an up goods train started his train from Bina station, on the *Great Indian Peninsula railway*, on the 21st March 1912, without waiting for signals. The points having been set for the dead end siding, the train dashed into the buffer stop and the engine and five wagons were derailed. The driver and two firemen were fatally injured, and the rolling-stock was considerably damaged.

A down goods special train collided with an up goods special train on the centre of the 6·30 foot span girder bridge at mile 364-5, near Sivarakottai station, on the *South Indian railway* (3′ $3\frac{3}{8}$″ *gauge*), on the 13th May 1912, owing to the former train having been started under a false line clear ticket from Kalligudi station. The driver and two firemen of the down goods train were killed and the driver and two firemen of the up goods seriously injured, one of whom subsequently died. The rolling-stock was seriously damaged.

No. 24 down mixed train collided with No. 129 up goods train at mile 317-19 between Miranpur Katra and Fatehganj stations, on the *Oudh and Rohilkhand railway*, on the 5th June 1912. Three passengers were killed and nine injured. The damage to rolling-stock and permanent-way was considerable.

No. 138 down goods train when starting from Bagatora station, on the *North Western railway*, on the 29th June 1912, parted owing to the breakage, due to a defective weld,

of the drawbar of an Oudh and Rohilkhand railway wagon. Forty-one wagons and two brake-vans ran back to Sehwan station where they collided with the rear portion of No. 133 up goods train. Two brake-vans of 138 down goods and the body of the rear brake-van of the up goods were completely smashed. Four covered goods wagons of 138 down were also badly damaged and derailed. Two railway servants were killed and the permanent-way was badly damaged.

No. 554 up, and No. 549 down, pilgrim trains collided at Sakhigopal station, on the *Bengal-Nagpur railway*, on the 17th July 1912, owing to the latter having been wrongly admitted on to the line already occupied by the former. Twenty-four passengers and two railway servants were injured.

No. 5 up mixed train collided with a cattle special at Shahpur Patoree station, on the *Bengal and North-Western railway*, on the 26th November 1912. The engine tender of the cattle special was derailed and six wagons containing cattle capsized and were badly damaged. Both the engines were damaged, and three cattle attendants killed and one slightly injured.

A trolly was run over by No. 10 down passenger train at Jourah station, on the *North Western railway*, on the 27th November 1912, resulting in the death of three trollymen, one gangman and an outsider, and the destruction of the trolly.

The driver of 112 up goods train ran against signals at Thandla station, on the *Bombay, Baroda and Central India railway* (*5' 6" gauge*), on the 29th November 1912, and entered the catch siding at excessive speed resulting in the engine, tender and brake-van passing beyond the buffer stop and mounting the bank. Six wagons were derailed, two of which fell down the bank on to the main line and struck the engine of 75 down goods which was entering the station, and derailed it. The fireman and brakesman of the up goods were injured and the rolling-stock and permanent-way considerably damaged.

No. 6 down mixed train entered Bareilly city station yard, on the *Rohilkund and Kumaon railway*, on the 1st December 1912, against signals and collided with No. 4 down mixed train causing injuries to four persons and considerable damage to rolling-stock.

Damages by Floods and Rainfall.

25. *Bengal and North-Western railway system.*—On the 5th July 1912, the newly raised line on the Uska-Tulsipur extension between Pachperwa and Barhni stations was damaged by heavy rain and through communication was stopped from the 5th to the 13th July 1912.

Owing to the westward incursion of the Kosi river the Raghupur-Pertabganj Ghat section was submerged in places and had to be closed to traffic from the 10th September to the 1st October 1912.

Bengal-Nagpur railway system.—In July 1912, owing to abnormal floods, the Itwari-Sausar section was badly breached at bridges Nos. 66 and 67. Transhipment of passengers was necessary from the 18th July to the 9th September 1912. The work of enlarging these bridges with a view to preventing washaways in future is in hand.

On the 5th August 1912, owing to abnormal rain, the Satpura railway was breached at miles 651—13-14 and 652—12-15. The breaches were rapidly repaired; through traffic was resumed on the 15th August 1912.

Bhavnagar railway.—In June 1912, the Dhasa-Kundla branch was badly damaged between miles 74 and 87 by floods from the Gir Mountains after the unusually heavy burst of the monsoon. Goods traffic was suspended for six days and passenger traffic from the 22nd June to the 1st October 1912.

Great Indian Peninsula railway.—Owing to heavy and continuous rain, a temporary dam of the reservoir between Palasdhari and Karjat stations gave way on the 20th July 1912, breaching the up and down lines at mile 63 for a distance of about 150 feet and washing out the bank of the up line for about 50 feet at mile 63¾. For the first three days traffic was diverted *viâ* the Dhond-Manmad line; on the fourth day the breach was temporarily repaired and passenger traffic passed over on the single line.

Junagad railway.—During the rains of June, July and August 1912, which were unusually heavy, the line was breached in several places. The damage on the Bilkha branch was so severe that all traffic was suspended for 21 days.

Railway Staff.

App. 23 and 24. 26. The total number of servants in railway employ at the close of the year was 589,422, of which number 7,850 were Europeans, 10,066 Anglo-Indians and 571,506 Indians. Of the Europeans and Anglo-Indians 14,096 were enrolled as volunteers.

App. 27. 27. The use of railway schools continued to be appreciated, and at the close of 1912 there were 9,682 children and 9,591 apprentices and workmen attending these schools.

Important Contracts and Agreements entered into and modifications of those existing.

Contracts.

28. *Bengal-Nagpur Railway Company.*—The Secretary of State having waived his right of determining the original contract on the 31st December 1913 entered into a revised contract, on the 5th November 1912, with the Bengal-Nagpur Railway Company embodying further modifications of the original contract as varied by the several supplemental contracts.

Southern Punjab Railway Company.—On the 9th July 1912 a contract was entered into between the Secretary of State and the Southern Punjab Railway Company for the construction, on the 5′ 6″ gauge, of the Jullundur Doab railway comprising lines from Ferozepore *viâ* Lohian and Kapurthala to Jullundur and from Lohian to Phillaur.

Agreements.

29. *Jodhpur-Bikaner and Mirpur Khas-Jhudo railways.*—On the 16th September 1912 an indenture was entered into between the Secretary of State and the Jodhpur and Bikaner Durbars for the working of the Mirpur Khas-Jhudo railway by the Jodhpur-Bikaner Railway Administration.

Nizam's Guaranteed State Railways Company and Hingoli Branch railway.—An agreement, dated the 1st March 1910, which had effect from 15th May 1912, was entered into for the working by the Company of the Hingoli Branch railway.

West of India Portuguese railway.—Sanction was accorded during the year to the extension of the present agreement between the Madras and Southern Mahratta railway and the West of India Portuguese railway for working the latter line for a further period of five years, *i.e.*, up to the 30th June 1917.

Miscellaneous.

30. *Conference held in Calcutta in January 1912, under the Presidency of Lord Inchcape.*—In January 1912 a conference under the presidency of Lord Inchcape was held in Calcutta between the representatives of the Government of India and of most of the important Indian Railway Companies. The conference met with the object of settling by mutual agreement, after verbal discussion, various complicated questions, which had been under correspondence between the Government of India and the several Railway Companies for some time. In achieving this object the conference was entirely successful.

Revised rules to regulate the packing and carriage by rail of offensive and dangerous goods, other than explosives.—The rules regulating the packing and carriage by rail of offensive and dangerous goods, other than explosives, having been found to require modification, revised rules were drawn up and sanctioned in June 1912 for adoption on the State-worked railways. The Administrations of the several railways not administered by Government were, at the same time, invited to apply for their adoption on their respective lines and their applications having been received, the revised rules have since been made applicable to these lines also.

Use of local manufactures for railway purposes.—Purchases of wagon frames and bodies built by local firms continued to be made during 1912 for the three State-worked railways. Orders issued during the year to permit of the purchase of girders for railway bridges of local manufacture up to 350-foot spans from certain specified firms. It has also been decided that the Government Laboratory, established at Sakchi, near Kalimati on the Bengal-Nagpur railway, primarily with the object of testing on the spot the steel rails manufactured at the Tata Iron and Steel Works for State-worked railways, should undertake to

test other products from the same works for these railways, and rails, other steel sections and pig iron, etc., for other Government Departments as well as for Companies' railways.

Hingoli Branch railway.—The working of the Hingoli Branch railway was taken over by His Highness the Nizam's Guaranteed State Railways Company on the 5th May 1912.

Carriage of mails over the Kalka-Simla railway.—The carriage of mails to and from Simla was transferred from the tonga road to the Kalka-Simla railway for a period of five years with effect from the 1st June 1912.

Map of railway systems by Mr. J. H. Trott.—This additional map is included only in copies of the report used for official purposes. It may be obtained by the public, on payment, from Mr. J. H. Trott, Kilpauk House, Kilpauk, Madras, who holds the copyright.

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
				SECTION OPENED.			MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	5' 6" GAUGE.										
1	Cawnpore-Banda ...	...	...	...	...	...	...	...	...	...	...
2	Eastern Bengal ...	2-1-62	E. B. Ry.	21-11-12 12-12-12	Kankinara ... Barrackpore ...	Barrackpore ... Dum Dum Junction.	... ...	7·25 10·30 (3rd and 4th lines.) 17·55	397·00	94·18 (double) 20·68 (quadruple). 114·86	511·86
3	North Western ...	13-5-61	N. W. Ry.	21-6-12 16-7-12	Rohri ... Lahore ...	Janvri ... Raewind ...	... ...	1·54 (Second line.) 23·94 25·48	(d) 3,045·44	604·93 (double)	3,650·37
4	Oudh and Rohilkhand ...	23-4-67	O. & R. Ry.	1-2-12 25-6-12 28-10-12 21-12-12	Unchahar ... Rajaka Sahispur Akbarpur ... Moghal Sarai	Unao ... Sambhal ... Tanda ... Right bank of Dufferin bridge	69·08 14·58 10·72 ... 94·38	... ... 4·19 (2nd line.)	(e) 1,506·79	15·57 (double)	1,522·36
	Total ...	...	...	...	...	...	94·38	47·22	4,949·23	735·36	5,684·59
	3' 3⅜" GAUGE.										
5	Cawnpore-Barhwal (3' 3⅜" gauge) link.	24-11-96	B. & N. W. Ry. Co.	...	...	...	...	...	(g) 79·60	...	79·60
6	Eastern Bengal ...	28-8-77	E. B. Ry.	18-8-12 1-3-12 1-4-12	Singtjani ... Rangiya ... Rajabhatkhawa	Fulchari ... Tangla ... Kalchini ...	26·21 24·32 7·34 57·87	... ...	1,022·73	...	1,022·73
7	Oudh and Rohilkhand ...	1-4-99	B. & N. W. Ry. Co.	...	...	...	...	...	(h) 2·18	...	2·18
	Total ...	...	...	...	...	...	57·87	...	1,104·51	...	1,104·51
	2' 6" GAUGE.										
8	Eastern Bengal ...	18-7-81	E. B. Ry. ...	...	...	...	...	...	35·24	...	35·24
9	Kalka-Simla	9-11-03	N. W. Ry.	...	...	...	...	...	59·92	...	59·92
10	Kohat-Thal	1-4-03		...	...	...	...	...	61·75	...	61·75
11	Nowshera-Durgai ...	1-1-01		...	...	...	...	...	40·25	...	40·25
12	Trans-Indus (Kalabagh-Bannu).	...		...	...	...	...	...	...	...	...
	Total ...	...	...	...	...	...	...	...	197·16	...	197·16
	2' 0" GAUGE.										
13	Jorhat (Provincial) ...	15-12-84	Provincial Govt.	...	...	...	...	...	32·50	...	32·50
	Total State lines worked by the State.	...	...	...	...	...	152·25	47·22	6,283·40	735·36	7,018·76

PART

Railways, the transactions of which

I.—STATE LINES WORKED

DIX I.

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
I.										
pass through the Government accounts.										
BY THE STATE.										
...	...	...	8-2-11	O. & R. Ry.	Khirada ...	Jubi ...	(*a*) 76·37	...	1	(*a*) Work commenced. (*b*) Not commenced.
					Sumerpore...	Balatal ...	(*b*) 64·55	...		
							140·92			
			24-7-12	E. B. Ry....	Kakurgachi Road.	North of Sealdah.	...	(*a*) 0·76 (3rd and 4th lines).	2	
			6-1-12	E. B. Ry.	Naihati ...	Halisahar ...	...	(*a*) 1·60 (3rd line).		
			30-6-10	E. B. Ry....	Approaches to Dum Dum Junction.	Chitpore yard—Canal Junction.	(*a*) 2·84	...		
644·35	277·33	921·68	6-8-12	E. B. Ry.	Poradaha ...	Bhairamara...	...	(*a*) 11·79 (2nd line).		
			10-12-08	State ...	Lower Ganges bridge at Sara—Bhairamara	Point near Gopalpur.	(*a*) 14·22	(*a*) 10·98 (2nd line).		(*c*) This is an independent 5′ 6″ gauge track alongside the existing 3′ 3¾″ gauge line.
							(*a*) & (*c*) 48·51	...		
			28-12-11	E. B. Ry....	Sara ...	Santahar ...	...	(*a*) 12·03 (2nd line).		
			0-0-12	E. B. Ry....	Ballygunge ...	Baruipur ...				
							65·57	37·13		
4,255·30	1,148·89	5,404·19	9-2-11	N. W. Ry.	Jakhal ...	Hissar ...	(*a*) 50·63	...	3	(*d*) Includes 26·28 miles of mixed (5′ 6″ and 3′ 3¾″) gauge line between Bhatinda and Kot Kapura over which the Bombay, Baroda and Central India (3′ 3¾″ gauge) railway trains also work. (*e*) Excludes 2·12 miles of 3′ 3¾″ gauge line at Benares shown under 3′ 3¾″ gauge, but includes 16·79 miles of mixed (5′ 6″ and 3′ 3¾″) gauge line, between Burhwal and Bara Banki, 1·17 miles of 3′ 3¾″ gaugeline over the Ramgunga bridge, Bareilly, and 0·49 mile of mixed (5′ 6″ and 3′ 3¾″) gauge line over the Ramgunga bridge, Moradabad, over which the Rohilkund and Kumaon railway trains also work.
			2-3-11		Sarai Kala...	Havelian ...	(*a*) 34·70	...		
			5-5-11		Jullundur ...	Hoshiarpur ..	(*a*) 24·09	...		
			12-4-10		Ambala ...	Saharanpur	...	(*a*) 48·50 (2nd line).		
							109·42	48·50		
1,537·93	(*f*) 310·79	1,848·72	3-2-10	O. & R. Ry.	Saharanpur	Khan Alampura.	...	2nd line. (*a*) 1·33	4	
			26-4-10		Benares Cantt.	Left bank of Dufferin bridge.	...	(*a*) 4·88		
								6·21		
6,444·60	1,737·01	8,181·61	...	...	...	...	315·91	91·84		
79·60	10·26	89·86	...	...	...	...	...	...	5	(*f*) Includes 1·06 miles of 3′ 3¾″ gauge sidings on mixed (5′ 6″ and 3′ 3¾″) gauge section between Burhwal and Bara Banki
1,023·73	232·56	1,255·29	11-5-12	E. B. Ry.	Teesta ...	Lalmonirhat	...	(*a*) 6·59 (2nd line)	6	
			12-10-11		Kalchini ...	Dalsingpara	(*a*) 10·18	...		
2·18	...	2·18	...	...	...	...	...	...	7	(*g*) Excludes 3·40 miles of the Lucknow-Bareilly railway, between Aishbagh and Daliganj, worked over, but includes 16·79 miles referred to in remark (*e*) above and 0·59 mile over the Ganges bridge, Cawnpore.
1,104·51	242·82	1,347·33	...	...	...	...	10·18	6·59		
35·24	1·57	36·81	...	...	...	...	...	...	8	(*h*) Length between the O. & R. Ry. Cantonment and the B. & N. W. Ry. City stations at Benares.
59·92	8·69	68·61	...	...	...	...	...	...	9	
61·75	3·22	64·97	...	...	...	...	...	...	10	
40·25	5·90	46·15	...	...	...	...	...	...	11	
...	...	...	30-12-09	N. W. Ry.	Kalabagh ...	Bannu ...	(*a*) 88·83	...	12	
197·16	19·38	216·54	...	...	...	...	88·88	...		
32·50	2·04	34·54	...	...	...	...	...	...	13	
7,771·75	2,001·25	9,773·00	...	...	...	...	414·97	98·43		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
				Section opened.			Mileage opened.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											PART
											Railways, the transactions of which
	5′ 6″ Gauge.										**II.—STATE LINES WORKED**
14	Agra-Delhi Chord ...	15-11-04	G. I. P. Ry. Co.	...	...	...	...	...	123·75	2·13 (double)	125·88
15	Baran-Kotah ...	1-7-08		...	...	...	...	...	40·29	...	40·29
16	Bengal-Nagpur ...	0-0-80	B. N. Ry. Co.	...	...	...	...	..	1,778·41	73·23 (double)	1,851·64
17	Bezwada Extension ...	10-2-89	N. G. S. Ry. Co.	...	...	...	...	...	20·58	...	20·58
18	Bhopal Itarsi (British section).	1-6-82	G. I. P. Ry. Co.	...	...	...	...	...	12·13	...	12·13
19	Bombay, Baroda and Central India.	10-2-60	B. B. & C. I. Ry. Co.	..	...	...	...	...	693·72	252·13 (double)	945·85
20	East Indian	15-8-54	E. I. Ry. Co.	1-4-12 15-5-12 3-6-12	Bandel Junction Nabadwip ... Uttarpara ...	Nabadwip ... Katwa ... Sheoraphuli ...	41·00 23·75 ...	... ... 7·55 (Third line).	1,700·29	602·61 (double) 21·14 (triple) 2·08 (quadruple) 0·85 (sextuple).	2,326·97
							64·75	7·55		626·68	
21	Great Indian Peninsula	18-4-53	G. I. P. Ry. Co.	...	...	...	...	...	1,800·42	614·62 (double) 4·29 (quadruple.)	2,419·33
										618·91	
22	Madras and Southern Mahratta.	1-7-56	M. & S. M. Ry. Co.	...	...	...	...	...	(h) 986·79	44·94 (double)	1,031·73
23	South Indian ...	23-5-60	S. I. Ry. Co.	...	...	...	...	...	445·94	...	445·94
	Total ...	...	...	...	...	...	64·75	7·55	7,602·33	1,618·02	9,220·34

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	Remarks.
					Section sanctioned		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
I—*contd.*										
pass through the Government Accounts.										
BY COMPANIES.										
128·01	48·72	176·73	..	...	...	...	...	...	14	
40·29	3·39	43·68	...	...	...	...	...	...	15	
1,924·87	432·10	2,356·97	26-1-06 9-2-11 17-3-11 17-5-12 21-10-12	B. N. Ry. Co.	Parvatipuram Mohuda ... Bobbili ... Jamuni ... Bhowrah Branch.	Raipur ... Jamuni ... Saluru ... Mile 24·02 ... Pathardih Link.	(*a*)260·67 (*b*)12·02 (*b*)10·30 (*b*)12·00 ...	... ... (*b*)2·34 (2nd line).	16	(*a*) Work commenced on 37·48 miles only. (*b*) Work commenced.
							294·99	2·34		
20·58	0·97	21·55	...	...	...	...	...	...	17	
12·13	(*c*)	12·13	...	...	...	...	...	...	18	(*c*) Included with the Native State section, serial No. 112.
1,197·98	226·93	1,424·91	28-4-11	B. B. & C. I. Ry. Co.	Bayana ...	Agra ...	(*b*)50·61	...	19	
2,982·35	959·09	3,941·44	5-3-06 27-9-10	E. I. Ry. Co.	Dhulian-Ganges. Sheoraphuli	Katwa ... Baidyabati...	(*d*)84·70 ...	... (*b*) 2·37 (third line).	20	(*d*) Portion since opened.
							84·70	2·37		
3,046·81	631·87	3,678·68	8-6-08 8-6-08 8-6-08 8-6-08 17-2-05 6-2-12	G. I. P. Ry. Co.	Itarsi ... Amla ... Pandhurna Amla ... Ravali ... Tank Bundur	Amla ... Pandhurna Nagpur ... Purassia ... Mahim ... Victoria Terminus.	30·70(*b*) 32·61 (*e*) 64·94(*b*) 53·58(*b*) (*f*) 1·30 (*g*) 1·96	... ... (*f*)1·30 (2nd line). 1·96 (2nd line).	21	(*e*) Not commenced. (*f*) Opening deferred. (*g*) This is an overhead connection of the Harbour Branch extension.
							241·09	3·26		
1,076·67	208·15	1,284·82	...	...	...	...	...	...	22	(*h*) Includes 1·90 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bezwada and Kistna Block hut.
445·31	69·46	515·40	...	...	...	...	...	...	23	
10,875·63	2,580·68	13,456·31	...	...	...	...	671·39	7·97		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
				Date of opening.	Section opened		Mileage opened.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
											PART
											Railways, the transactions of which
											II.—STATE LINES WORKED
	3′ 3¾″ GAUGE.										
24	Assam-Bengal ...	1-7-95	A. B. Ry. Co.	16-4-12	Kalaura ...	Fenchuganj ...	15·10	...	804·99	...	804·99
25	Bombay, Baroda and Central India.	14-2-73	B. B. & C. I. Ry. Co.	...	...	...	...	...	(b) 1,812·63	(c) 3·01	1,815·64
26	Burma	2-5-77	B. Rys. Co.	...	...	...	...	...	1,222·91	118·94 (double)	1,341·85
27	Burma extensions ...	15-4-07	B. Rys. Co .	...	...	...	...	...	186·93	...	186·93
28	Dhone-Kurnool ...	1-1-09	M. & S. M. Ry. Co.	...	...	...	...	...	32·00	...	32·00
29	East Indian	23-12-82	E. I. Ry. Co.	...	...	...	...	...	4·12	...	(g)4·12
30	Jodhpur-Hyderabad (British section) (h).	18-8-92	J. B. Ry. ...	...	...	...	...	...	123·98	...	123·98
31	Lucknow-Bareilly ...	12-10-84	R. & K. Ry. Co.	15-5-12	Pilibhit ...	Barmdeo ...	38·75	...	296·32	...	296·32
32	Madras and Southern Mahratta.	24-3-84	M. & S. M. Ry. Co.	...	...	...	...	...	(i) 1,520·80	...	1,520·80
33	Mysore section (Madras and Southern Mahratta railway).	1-2-81		...	...	...	...	...	296·22	...	296·22
34	Nilgiri	15-6-99	S. I. Ry. Co.	...	...	...	...	...	28·96	...	28·96
35	Palanpur-Deesa (j) ...	8-11-93	B. B. & C. I. Ry. Co.	...	...	...	...	...	17·28	...	17·28
36	South Indian ...	15-7-61	S. I. Ry. Co.	...	...	...	...	...	876·80	...	876·80
37	Southern Shan States ...	15-6-12	B. Rys. Co....	15-6-12	Thazi ...	Kywedatson ...	16·05	...	16·05	...	16·05
38	Tinnevelly-Quilon (Travancore) (British section).	1-6-02	S. I. Ry. Co.	...	...	...	...	...	50·41	...	50·41
39	Tirhoot	1-11-75	B. & N. W. Ry. Co.	1-5-12 9-8-12	Raghopur ... Bagaha ...	Pertabganj-Ghat Gunduck bridge East bank.	4·43 1·11	... ...	781·46	10·05 (double)	791·51
				10-8-12 21-12-12	Dhang ... Samastipur ...	Bairagnia ... Roserah ...	4·36 18·01	... ...			
							27·91				
	Total ...	...	...	...	...	...	97·81	...	8,071·86	132·00	8,203·86

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
I—*contd.*										
pass through the Government Accounts.										
BY COMPANIES—*contd.*										
804·99	134·05	939·04	17-8-10 18-11-12	A. B. Ry. Co.	Bhairab Bazar Fenchuganj	Tangi ... Sylhet ...	(a) 39·46 (a) 15·05 54·51	...	24	(a) Work commenced.
(d) 1,818·65	(e) 370·29	2,188·94	...	...	...	...	...	...	25	(b) Includes 5·17 miles on (5′ 6″ gauge of which 2·10 miles at Ujjain are worked by the Bombay, Baroda and Central India railway (5′ 6″ gauge) and 3·07 miles at Agra worked by the East Indian railway.
1,460·79	299·47	1,760·26	...	...	...	...	...	...	26	(c) Includes 0·09 mile on 5′ 6″ gauge at Delhi worked by the Agra-Delhi Chord railway.
										(d) Includes 5·35 miles on the 5′ 6″ gauge.
										(e) Includes 12·47 miles on the 5′ 6″ gauge.
186·93	36·76	223·69	1-6-06	B. Rys. Co.	Begayet ...	Neikban ...	(f) 66·25	...	27	(f) In abeyance.
32·00	2·82	34·82	...	...	...	...	...	...	28	
4·12	0·69	4·81	...	...	...	...	...	...	29	(g) This is under conversion into 5′ 6″ gauge.
123·98	13·58	137·56	...	...	...	...	...	...	30	(h) The Native State section of this railway forms an integral part of the Jodhpur railway.
296·32	41·87	338·19	23-9-10	R. & K. Ry. Co.	Sarota Phanta	Garwari Ghat	(a) 15·89	...	31	
1,520·80	168·17	1,688·97	...	...	...	...	...	...	32	(i) Includes 1·90 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bezwada and Kistna Block hut.
296·22	31·13	327·35	...	...	...	...	...	...	33	
28·96	4·13	33·09	...	...	...	...	...	...	34	
17·28	1·29	18·57	...	...	...	...	...	...	35	(j) This line is the joint property of Government and the Palanpur Durbar.
876·80	151·78	1,028·58	16-9-04 14-12-10	S. I. Ry. Co.	Mandapam... Dhanushkodi Jetty.	Pamban ... Dhanushkodi Point.	(a) 3·12 (a) 1·57 4·69	...	36	
16·05	1·71	17·76	23-7-09	B. Rys. Co.	Kywedatson	Yawnghwe	(k) 88·99	...	37	(k) Work is in progress on 55·09 miles only.
50·41	(l) 12·90	63·31	...	...	...	...	...	...	38	(l) Includes sidings on the Native State section, serial No. 130.
801·56	152·09	953·65	9-2-11	B. & N. W. Ry. Co.	Roserah ...	Khagaria ...	(a) 86·19	...	39	
8,335·86	1,422·73	9,758·59	...	...	...	...	266·52	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
				Section opened.			Mileage opened.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											PART
											Railways, the transactions of which
	2′ 6″ Gauge.										II.—STATE LINES WORKED
40	Broach-Jambusar ...	...	...	...	...	...	...	...	...	...	...
41	Gondia-Chanda ...	10-11-08	B. N. Ry. Co.	...	...	...	...	...	181·26	...	181·26
42	Jubbulpore-Gondia Extension.	18-4-08	B. N. Ry. Co.	...	...	...	...	...	276·46	...	276·46
43	Morappur-Dharmapuri...	18-1-06	S. I. Ry. Co.	...	...	...	...	...	18·53	...	18·53
44	Nagpur-Chhindwara ...	1-1-11	B. N. Ry. Co.	...	...	...	...	...	50·94	...	50·94
45	Purulia-Ranchi ...	15-11-07	B. N. Ry. Co.	...	...	...	...	...	72·68	...	72·68
46	Raipur-Dhamtari ...	10-9-00	B. N. Ry. Co.	...	...	...	...	...	56·94	...	56·94
47	Tirupattur-Krishnagiri...	18-9-05	S. I. Ry. Co.	...	...	...	...	...	25·38	...	25·38
	Total ...	...	...	...	...	...	...	...	682·19	...	682·19
	2′ 0″ Gauge. *Nil.*	...	...	...	...	...	...	...	...	...	...
	Total State lines worked by Companies.	...	...	...	...	...	161·45	7·55	16,356·37	1,750·02	18,106·39
	5′ 6″ Gauge.										III.—COMPANIES' LINES GUARANTEED
48	Hardwar-Dehra ...	1-3-00	O. & R. Ry.	...	...	...	...	...	32·04	...	32·04
	3′ 3¾″ Gauge. *Nil.*	...	...	...	...	...	...	...	...	...	...
	2′ 6″ Gauge. *Nil.*	...	...	...	...	...	...	...	...	...	...
	2′ 0″ Gauge. *Nil.*	...	...	...	...	...	...	...	...	...	...
	Total Companies' lines guaranteed by Government under modern contracts.	...	...	...	...	...	...	...	32·04	...	32·04
	5′ 6″ Gauge.										IV.—LEASED
49	South Bihar ...	5-7-99	E. I. Ry. Co.	...	...	...	...	...	79·19	...	79·19
	3′ 3¾″ Gauge. *Nil.*	...	...	...	...	...	...	...	...	...	...
	2′ 6″ Gauge. *Nil.*	...	...	...	...	...	...	...	...	...	...
	2′ 0″ Gauge. *Nil.*	...	...	...	...	...	...	...	...	...	...
	Total Leased lines ...	...	...	...	...	...	...	...	79·19	...	79·19
	Total Part I ...	...	...	...	...	...	314·31	54·77	22,751·00	2,485·38	25,236·38

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
I—*concld.*										
pass through the Government accounts.										
BY COMPANIES—*concld.*										
...	...	...	28-4-11	B. B. & C. I. Ry. Co.	Broach ...	Jambusar ...	(*a*)29·78	...	40	(*a*) Work commenced.
181·26	16·25	197·51	26-8-04	B. N. Ry. Co.	Rajoli ...	Chanda ...	(*a*)38·13	...	41	
276·46	34·53	310·99	24-6-04 30-12-09 30-12-09	B. N. Ry. Co.	Khirsadoh Balaghat ... Ramrama branch	Sirgora ... Katangi ... (*a*) 5·58	(*b*)8·43 (*a*)29·24 (*a*) 5·58	... ...	42	(*b*) Not commenced.
							43·25			
18·53	2·27	20·80	2-3-09	S. I. Ry. Co.	Dharmapuri	Hosur ...	(*a*)54·87	...	43	
50·94	4·92	55·86	10-2-09	B. N. Ry. Co.	Sansar ... Katchidhana	Chhindwara branch ...	(*a*)42·23 (*a*)3·92	... ...	44	
							46·15			
72·68	7·89	80·57	20-2-11	B. N. Ry. Co.	Ranchi ...	Lohardaga...	(*a*)42·83	...	45	
56·94	3·50	60·44	...	...	...	...	...	...	46	
25·38	2·52	27·90	...	...	...	...	...	...	47	
682·19	71·88	754·07	...	...	...	...	255·01	...		
...	...	...	...	...	...	...	...	...		
19,893·68	4,075·29	23,968·97	...	...	...	...	1,192·92	7 97		
BY GOVERNMENT UNDER MODERN CONTRACTS.										
32·04	4·47	36·51	...	...	...	...	...	...	48	
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
32·04	4·47	36·51	...	...	...	...	...	...		
LINES.										
79·19	8·61	87·80	...	...	...	...	...	...	49	
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
79·19	8·61	87·80	...	...	...	...	...	...		
27,776·66	6,089·62	33,866·28	...	...	...	...	1,607·89	106·40		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
					Section opened.		Mileage opened.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											PART
											Railways, the transactions of which do
	5′ 6″ Gauge.										**V.–DISTRICT**
	Nil.	...	...	...	...	...	...	...	...	...	...
	3′ 3¾″ Gauge.										
50	Bezwada-Masulipatam ...	4-2-08	M. & S. M. Ry. Co.	...	...	...	...	...	51·80	...	51·80
51	Tanjore District Board...	2-4-94	S. I. Ry. Co.	...	...	...	...	...	103·36	...	103·36
	Total ...	...	...	...	...	...	...	...	155·16	...	155·16
	2′ 6″ Gauge.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	2′ 0″ Gauge.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	Total District Boards' lines.	...	...	...	...	...	...	...	155·16	...	155·16
	5′ 6″ Gauge.										**VI.–BRANCH LINE COMPANIES' RAILWAYS**
52	Amritsar-Patti ...	21-9-06	N. W. Ry.	...	...	...	...	...	54·26	...	54·26
53	Jullundur Doab ...	23-6-12	N. W. Ry.	23-6-12 26-8-12	Jullundur City Kapurthala ...	Kapurthala ... Sultanpur Lodi	12·72 15·53 28·25	... ...	28·25	...	28·25
54	Southern Punjab ...	10-11-97	N. W. Ry.	1-1-12 1-7-12	Delhi Brewery Cabin Junction Delhi Kishangunj.	Delhi Kishangunj. Shakurpur ...	... ...	2nd line, 0·19 4·23 4·42	419·64	4·42	424·06
55	Southern Punjab "Ludhiana" Extension.	10-6-05	N. W. Ry.	...	...	...	...	...	152·04	...	152·04
56	Sutlej Valley ...	6-7-10	N. W. Ry.	...	...	...	...	...	208·19	...	208·19
57	Tapti Valley ...	1-12-98	B. B. & C. I. Ry. Co.	...	...	...	...	...	155·48	...	155·48
	Total ...	...	...	...	...	...	28·25	4·42	1,017·86	4·42	1,022·28
	3′ 3¾″ Gauge.										
58	Ahmedabad-Dholka ...	23-2-03	B. B. & C. I. Ry. Co.	...	...	...	...	...	33·54	...	33·54
59	Ahmedabad-Parantij ...	1-5-97	B. B. & C. I. Ry. Co.	...	...	...	...	...	88·70	...	88·70
60	Mymensingh-Jamalpur-Jagannathganj.	15-10-98	E. B. Ry.	...	...	...	...	...	55·22	...	55·22
	Total ...	...	...	...	...	...	...	...	177·46	...	177·46
	2′ 6″ Gauge.										
61	Dhond-Baramati ...	...	...	...	...	...	...	...	...	...	...
62	Godhra-Lunavada ...	...	...	...	...	...	...	...	...	...	...
63	Murtajapur-Ellichpur ...	...	...	...	...	...	...	...	...	...	...
64	Murtajapur-Yeotmal ...	...	...	...	...	...	...	...	...	...	...
65	Nadiad-Kapadvanj ...	...	...	...	...	...	...	...	...	...	...
	Total ...	...	...	...	...	...	...	...	...	...	...
	2′ 0″ Gauge.	...	...	...	...	...	...	...	...	...	...
	Nil.										
	Total branch line Companies' railways assisted by Government under "rebate" terms.	...	...	...	...	...	28·25	4·42	1,195·32	4·42	1,199·74

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II.										
not pass through the Government accounts.										
BOARDS' LINES.										
...	...	...	...	...	...	...	...	...		
51·80	7·53	59·33	...	...	...	...	...	...	50	
103·36	9·02	112·38	15-10-12	S. I. Ry. Co.	Nidamangalam Tiruturaipundi	Mannargudi Vedaraniem	8·58 20·00	... ...	51	
155·16	16·55	171·71	...	...	...	...	28·58	...		
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
155·16	16·55	171·71	...	...	...	...	28·58	...		
ASSISTED BY GOVERNMENT UNDER "REBATE" TERMS.										
54·26	7·74	62·00	...	...	...	...	...	...	52	
28·25	1·00	29·25	2-6-11 2-6-11 23-10-12	S. P. Ry. Co.	Sultanpur Lodi. Lohian ... Jullundur...	Ferozepore Phillour ... Nakodar ...	(a)44·89 (b)39·89 (b)20·20 104·98	... ...	53	(a) Portion since opened. (b) Work commenced.
428·48	87·97	516·45	...	...	...	...	...	...	54	
152·04	16·43	168·47	...	...	...	...	...	...	55	
208·19	27·26	235·45	...	...	...	...	...	...	56	
155·48	10·17	165·65	...	...	...	...	...	...	57	
1,026·70	150·57	1,177·27	...	...	...	...	104·98	...		
33·54	2·78	36·32	...	...	...	...	...	...	58	
88·70	(c) 12·07	100·77	...	...	...	...	...	...	59	(c) Includes 1·53 miles of 5′ 6″ gauge sidings.
55·22	9·97	65·19	...	...	...	...	...	...	60	
177·46	24·82	202·28	...	...	...	...	...	...		
...	...	...	2-11-12	G. I. P. Ry. Co.	Dhond ...	Baramati ...	(b)27·33	...	61	
...	...	...	13-3-12	Gujarat Rys. Co.	Godhra ...	Lunavada ...	(b)25·42	...	62	
...	...	...	14-12-10	G. I. P. Ry. Co.	Murtajapur	Ellichpur ...	(b)46·67	...	63	
...	...	...	9-4-12	G. I. P. Ry. Co.	Murtajapur	Yeotmal ...	(b)71·08	...	64	
...	...	...	28-2-11	Gujarat Rys. Co.	Nadiad ...	Kapadvanj...	(d)27·98	...	65	(d) Since opened.
...	...	...	...	...	...	...	198·48	...		
...	...	...	...	...	...	...	...	...		
1,204·16	175·39	1,379·55	...	...	...	...	303·46	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											PART
											Railways, the transactions of which do
											VII.—COMPANIES' LINES GUARANTEED
	5′ 6″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	3′ 3⅜″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	2′ 6″ GAUGE.										
66	Bangalore-Chickballapur Light.	...	...	...	...	...	...	...	...	...	...
	2′ 0″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	Total Companies' lines guaranteed by Native States.	...	...	...	...	...	...	...	...	...	...
											VIII.—ASSISTED COMPANIES' LINES SUBSIDIZED
	5′ 6″ GAUGE.										
67	Delhi-Umballa-Kalka ...	1-3-91	E. I. Ry. Co.	...	...	...	...	...	192·12	...	192·12
	3′ 3⅜″ GAUGE.										
68	Rohilkund and Kumaon	12-10-84	R. & K. Ry. Co.	13-1-12	Bisalpur ...	Curewganj ...	31·12	...	256·32	...	256·32
	2′ 6″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	2′ 0″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	Total Assisted Companies' lines subsidized by the Government of India.	...	...	...	...	...	31·12	...	448·44	...	448·44
											IX.—ASSISTED COMPANIES' LINES
	5′ 6″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
69	3′ 3⅜″ GAUGE. Dibru-Sadiya ...	15-8-82	Assam Rys. & Trading Co.	...	...	...	...	...	86·02	...	86·02
	2′ 6″ GAUGE.										
70	Buthidaung-Maungdaw...	...	...	...	...	...	...	...	...	...	...
	2′ 0″ GAUGE.										
71	Darjeeling-Himalayan ...	23-8-80	D. H. Ry. Co.	...	...	...	...	...	51·00	...	51·00
	Total Assisted Companies' lines subsidized by Local Governments.	...	...	...	...	...	...	...	137·02	...	137·02

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	REMARKS.
					SECTION SANCTIONED.		MILEAGE SANCTIONED.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, *third*, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II—*contd.*										
not pass through the Government accounts.										
BY NATIVE STATES.										
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
...	...	...	10-9-09	Mysore Durbar.	Bangalore...	Chickballapur	(a)37·95	...	66	(a) Work commenced.
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	37·95	...		
BY THE GOVERNMENT OF INDIA.										
192·12	21·78	213·90	...	...	...	...	...	...	67	
256·32	33·69	290·01	17-6-09	R. & K. Ry. Co.	Shahbaznagar	Shahjahanpur	(a)2·56	...	68	
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
448·44	55·47	503·91	...	...	...	...	2·56	...		
SUBSIDIZED BY LOCAL GOVERNMENTS.										
...	...	...	...	...	...	...	...	...		
86·0	14·70	100·72	6-11-12	Assam Rys. and Trading Co.	Tinsukia ...	Rangagora...	7·00	...	69	
...	...	...	6-6-11	Arakan Flotilla Company.	Buthidaung	Maungdaw	(a) 18·50	...	70	
51·00	4·69	55·69	...	...	...	...	...	...	71	
...	...	...	...	...	...	...	...	...		
137·02	19·39	156·41	...	...	...	...	25·50	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
				Section opened.			Mileage opened.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II—*contd.*										
not pass through the Government accounts.										
SUBSIDIZED BY DISTRICT BOARDS.										
...	...	...	...	...	...	...	...	...		
36·40	4·71	41·11	...	...	...	...	...	...	72	
60·50	4·00	64·50	...	...	...	...	...	...	73	
51·12	3·43	54·55	...	...	...	...	...	...	74	
33·00	1·87	34·87	...	...	...	...	...	...	75	
...	...	...	2-12-10	J. J. Lt. Ry. Co.	Jessore ... Kaliganj ...	Jhenidah Kot Chandpur	(*a*) 28·90 (*a*) 7·90	... ...	76	(*a*) Work commenced.
							36·80			
20·10	1·11	21·21	...	...	...	...	...	...	77	
164·72	10·41	175·13	...	...	...	...	36·80	...		
43·87	4·02	47·89	20-3-02	H. A. Lt. Ry. Co.	Autpur ...	Rajbulhat ...	(*b*) 3·50	...	78	(*b*) Not commenced.
19·75	0·75	20·50	...	...	...	...	...	...	79	
63·62	4·77	68·39	...	...	...	...	3·50	...		
264·74	19·89	284·63	...	...	...	...	40·30	...		
ING LAND ONLY FROM GOVERNMENT.										
22·21	3·42	25·63	...	...	...	...	...	...	80	
1,177·27	203·72	1,380·99	26-1-09	B. & N. W. Ry. Co.	Izat bridge	Allahabad ...	(*a*) 1·46	...	81	(*c*) Portion since opened.
			21-7-10		Thawe ...	Captainganj	(*c*) 60·56	...		
							62·02			
116·56	12·10	128·66	...	...	...	...	...	...	82	
50·43	2·63	53·06	...	...	...	...	...	...	83	
46·50	3·00	52·50	...	...	...	...	...	...	84	
1,393·76	221·45	1,615·21	...	...	...	...	62·02	...		
115·84	13·00	128·84	21-11-08	B. Lt. Ry. Co.	Pandharpur station.	Pandharpur town.	(*b*) 1·36	...	85	
20·24	2·74	22·98	...	...	...	...	...	...	86	
136·08	15·74	151·82	...	...	...	...	1·36	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											PART
	2′ 6″ GAUGE—*concld.*										*Railways, the transactions of which do*
											XI.—ASSISTED COMPANIES' LINES RECEIV-
	Brought forward ...	...	...	...	...	...	...	...	136·08	...	136·08
87	Dwara-Therria Light ...	...	...	...	...	...	...	...	...	...	...
88	Powayan Light ...	17-6-90	R. & K. Ry. Co.	...	...	...	...	...	39·50	...	39·50
89	Shahdara (Delhi)-Saharanpur Light.	7-5-07	S. S. Lt. Ry. Co.	...	...	...	...	...	92·50	...	92·50
	Total ...	...	...	...	...	...	...	...	268·08	...	268·08
	2′ 0″ GAUGE.										
90	Matheran Light ...	22-3-07	G. I. P. Ry. Co.	...	...	...	...	...	12·61	...	12·61
	Total Assisted Companies' lines receiving land only from Government.	...	...	...	...	...	61·45	...	1,696·66	...	1,696·66
											XII.—UNASSISTED
	5′ 6″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	3′ 3⅜″ GAUGE.										
91	Ledo and Tikak-Margherita colliery.	17-2-84	Assam Rys. & Trading Co.	...	...	...	...	...	5·50	...	5·50
	2′ 6″ GAUGE.										
92	Ambaji-Taranga Light ...	...	...	...	...	...	...	...	...	...	...
93	Dehri-Rohtas Light ...	6-2-11	D. R. Lt. Ry. Co.	...	...	...	...	...	23·83	...	23·83
94	Madaya Light ...	10-2-12	M. Lt. Ry. Co.	10-2-12	Zegyo (Mandalay).	Obo ...	3·40	...	8·30	...	8·30
				25-7-12	Obo ...	Toungbyon ...	4·90	...			
95	Tarkessur-Magra Light	7-11-94	B. P. Ry. Co.	...	...	...	...	...	33·27	...	33·27
	Total ...	...	...	...	...	...	8·30	...	65·40	...	65·40
	2′ 0″ GAUGE.										
96	Jagadhri Light ...	11-8-11	J. Lt. Ry. Co.	...	...	...	...	...	8·31	...	8·31
	Total Unassisted Companies' lines.	...	...	...	...	...	8·30	...	74·21	...	74·21
											XIII.—NATIVE STATE LINES
	5′ 6″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	3′ 3⅜″ GAUGE.										
97	Bhavnagar	20-12-80	Bhavnagar Durbar.	17-3-12	Lilia Mota ...	Savar Kundla	15·00	...	173·17 (e)	...	173·17
98	Bikaner	9-12-91	J. B. Ry. ...	24-11-12	Bikaner ...	Ratangarh ...	84·97	...	470·37	...	470·37
99	Dhrangadra	1-6-98	Bhavnagar Durbar.	...	...	...	...	...	20·63	...	20·63
100	Gondal-Porbandar ...	19-1-81	Gondal and Porbandar Durbars.	...	...	...	...	...	142·01 (f)	...	142·01
	Carried over ...	...	...	...	...	...	99·97	...	812·18	...	812·18

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	REMARKS.
					SECTION SANCTIONED		MILEAGE SANCTIONED.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II—*contd.*										
not pass through the Government accounts.										
ING LAND ONLY FROM GOVERNMENT—*concld.*										
136·08	15·74	151·82	...	...	...	...	1·36	...	...	
...	...	...	15-5-02	D. T. Lt. Ry. Co.	Dwara ... / Maolong ...	Maolong ... / Therria Ghat	(*a*) 13·50 / (*b*) 6·00	... / ...	87	(*a*) Work commenced.
							19·50			
39·50	1·25	40·75	...	...	...	...	...	...	88	(*b*) Commencement of work not authorised.
92·50	8·52	101·02	4-1-02	S. S. Lt. Ry. Co.	Baraut ...	Meerut ...	(*c*) 30·00	...	89	(*c*) Not commenced.
268·08	25·51	293·59	...	...	...	...	50·86	...		
12·61	1·18	13·79	...	...	...	...	...	...	90	
1,696·66	251·56	1,948·22	...	...	...	...	112·88	...		
COMPANIES' LINES.										
...	...	...	...	...	...	...	...	...		
5·50	7·66	13·16	...	...	...	...	...	...	91	
...	...	...	8-7-11	A. T. Lt. Ry. Co.	Baroda Frontier.	Samaia ...	(*d*) 18·00	...	92	(*d*) Work commenced on 10·50 miles only.
23·83	2·63	26·46	...	...	...	...	...	...	93	
8·30	...	8·30	13-2-06	Madaya Tramway Co.	Madaya ...	Toungbyon	(*a*) 7·70	...	94	
33·27	2·10	35·37	...	...	...	...	...	...	95	
65·40	4·73	70·13	...	...	...	...	25·70	...		
3·31	0·55	3·86	...	...	...	...	...	...	96	
74·21	12·94	87·15	...	...	...	...	25·70	...		
WORKED BY NATIVE STATES.										
...	...	...	...	...	...	...	...	...		
173·17	26·82	199·99	...	...	...	...	...	...	97	(*e*) Includes 1·03 miles of Dock estate line which is worked for goods traffic only.
470·37	21·39	491·76	...	...	...	...	...	...	98	
20·63	1·82	22·45	...	...	...	...	...	...	99	
148·01	17·01	165·02	...	...	...	...	...	...	100	(*f*) Includes 1·55 miles from Porbandar to Porbandar Bandar and 8·70 miles of Ranawao quarry branch which are worked for goods traffic only.
812·18	67·04	879·22	...	...	...	...	...	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. (For abbreviations used see Index to Appendix 9.)	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
				SECTION OPENED.			MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II—*contd.*										
not pass through the Government accounts.										
WORKED BY NATIVE STATES—*concld.*										
812·18	67·04	879·22	...	...	...	...	...	...		
54·22	3·75	57·97	...	...	...	...	...	...	101	(*a*) Includes 3·93 miles, from Jamnagar to Bedi Bandar, worked for goods traffic only.
46·21	4·67	50·88	...	...	...	...	...	...	102	
525·00	32·37	557·37	21-8-12	J. B. Ry.	Jodhpur ...	Phalodi ...	(*b*)79·09	...	103	(*b*) Work commenced.
100·50	9·92	110·42	11-11-11	Junagad Durbar.	Bilkha ...	Visavadar...	(*d*)12·92	...	104	(*c*) Includes 0·25 mile of Junagad quarry line and 0·30 mile of Dock Estate line which are worked for goods traffic only.
...	...	...	5-12-08	Baroda Durbar.	Khijadia ...	Chalala ...	(*c*)25·39	...	105	
73·24	7·66	81·60	...	...	...	...	...	...	106	(*d*) Since opened.
67·30	4·85	72·15	...	...	...	...	...	...	107	(*e*) Portion since opened.
1,679·35	130·26	1,809·61	...	...	...	...	117·40	...		
36·78	2·70	39·48	...	...	...	...	...	...	108	
19·62	3·83	23·45	25-6-12	Dholpur Durbar.	Bari ...	Tantpur ...	(*b*)16·67	(*b*)1·83 (2nd line)	109	
18·89	2·70	21·59	...	...	...	...	...	...	110	
75·29	9·23	84·52	...	...	...	...	16·67	1·83		
25·00	0·63	25·63	...	...	...	...	...	...	111	
1,779·64	140·12	1,919·76	...	...	...	...	134·07	...		
LINES WORKED BY COMPANIES.										
44·49	(*f*) 25·63	70·12	...	...	...	...	...	...	112	(*f*) Includes sidings on the British section, serial No. 18.
113·27	8·97	122·24	...	...	...	...	...	...	113	
145·61	11·60	157·21	...	...	...	...	...	...	114	
9·88	5·74	15·62	...	...	...	...	...	...	115	
34·32	1·06	35·38	...	...	...	...	...	...	116	
330·13	44·10	374·24	...	...	...	...	...	...	117	(*g*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Hyderabad and Secunderabad over which both the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railway trains work.
21·50	2·05	23·55	...	...	...	...	...	...	118	
12·30	3·81	16·11	...	...	...	...	...	...	119	
711·50	102·96	814·46	...	...	...	...	...	...		
37·92	4·57	42·49	...	...	...	...	...	...	120	
138·00	15·50	153·50	15-3-12	Baroda Durbar.	Patan ...	Kakoshi	(*h*)42·13	...	121	(*h*) Work is proceeding on Patan-Wagrod section (12·14 miles) only.
51·35	4·03	55·38	...	...	Khalipur ...	Khakhal	...	...	122	
50·31	6·51	56·82	...	...	...	...	...	...	123	
391·51	47·58	439·09	...	...	...	...	...	...	124	
72·84	7·50	80·34	...	...	...	...	...	...	125	
741·93	85·69	827·62	...	...	...	...	42·13	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc, lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II—*contd.*										
not pass through the Government accounts.										
WORKED BY COMPANIES—*concld.*										
741·93	85·69	827·62	...	...	...	...	42·13	...		
29·27	1·89	31·16	...	...	...	...	...	...	126	
15·80	1·09	16·89	...	...	...	...	...	...	127	
4·90	0·29	5·19	...	...	...	...	...	...	128	
64·75	10·68	75·43	...	...	...	...	...	...	129	
58·05	(*a*)	58·05	...	...	...	...	...	...	130	(*a*) Included with the British section, serial No. 38.
46·11	4·63	50·74	...	...	...	...	...	...	131	
960·81	104·27	1,065·08	...	...	...	...	42·13	...		
...	...	...	5-7-11	Baroda Durbar.	Billimora ...	Kalamba ...	(*b*) 34·32	...	132	(*b*) Work commenced.
...	...	...	15-10-12	Mysore Durbar.	Bowringpet	Kolar ...	(*b*) 11·00	...	133	
118·15	10·59	128·74	5-1-09 17-1-10	Baroda Durbar	Sankheda Bahadarpur Dabhoi ...	Bhatpur ... Jarod ...	(*c*) 8·43 (*b*) 24·28	...	134	(*c*) Commencement of work deferred.
							32·71			
26·12	2·53	28·65	...	...	...	...	...	...	135	
32·41	1·76	34·17	...	...	...	...	...	...	136	
24·62	1·71	26·33	...	...	...	...	...	...	137	
...	...	...	7-6-11	Baroda Durbar.	Petlad ...	Vaso ...	(*b*) 15·74	...	138	
37·37	4·07	41·44	...	...	...	...	...	...	139	
238·67	20·66	259·33	...	...	...	...	94·27	...		
249·96	11·98	261·94	...	...	...	...	...	...	140	
2,160·94	239·87	2,400·81	...	...	...	...	136·40	...		
WORKED BY STATE RAILWAY AGENCY.										
15·79	3·26	19·05	...	...	...	...	...	...	141	(*d*) The British section of this railway forms an integral portion of the North Western railway.
22·02	3·43	25·45	...	...	...	...	...	...	142	
78·65	5·76	84·41	...	...	...	...	...	...	143	
108·04	23·26	131·30	...	...	...	...	...	...	144	
224·50	35·71	260·21	...	...	...	...	...	...	...	

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1912.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											PART
											Railways, the transactions of which do
	3' 3⅜" GAUGE.										XV.—NATIVE STATE LINES
145	Cooch Behar ...	15-9-93	E. B. Ry. ...	...	...	...	...	...	33·09	...	33·09
	2' 6" GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	Total Native State lines worked by State Railway Agency.	...	...	...	...	...	...	...	257·59	...	257·59
	5' 6" GAUGE.										XVI.—LINES IN FOREIGN
	Nil.	...	...	...	...	...	...	...	...	...	...
	3' 3⅜" GAUGE.										
146	Peralam-Karaikkal ...	14-3-93	S. I. Ry. Co.	...	...	...	...	...	14·65	...	14·65
147	Pondicherry ...	15-12-79	S. I. Ry. Co.	...	...	...	...	...	7·85	...	7·85
148	West of India Portuguese	17-1-87	M. & S. M. Ry. Co.	...	...	...	...	...	51·10	...	51·10
	Total ...	...	...	...	...	...	...	...	73·60	...	73·60
	2' 6" GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	TOTAL FOREIGN LINES	...	...	...	...	...	...	...	73·60	...	73·60
	TOTAL PART II	...	...	...	...	...	353·57	4·42	8,242·56	4·80	8,247·36
	TOTAL PART I	...	...	...	...	...	314·81	54·77	22,751·00	2,485·38	25,236·38
	GRAND TOTAL OF ALL RAILWAYS ...	...	...	...	...	...	(a) 668·38	59·19	30,993·56	2,490·18	33,483·74

DIX I—*concld.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1912.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1912.						Serial No.	Remarks.
					Section sanctioned.		Mileage Sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II—*concld.*										
not pass through the Government accounts.										
WORKED BY STATE RAILWAY AGENCY—*concld.*										
33·09	2·28	35·37	...	...	...	...	...	...	145	
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
257·59	37·99	295·58	...	...	...	...	...	...		
TERRITORY.										
...	...	...	...	...	...	...	...	...		
14·65	2·13	16·78	...	...	...	...	...	...	146	
7·85	1·90	9·75	...	...	...	...	...	...	147	
51·10	15·65	66·75	...	...	...	...	...	...	148	
73·60	19·68	93·28	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
73·60	19·68	93·28	...	...	...	...	...	...		
8,352·16	988·85	9,241·01	...	...	...	...	847·40	...		(*a*) This is the actual mileage opened. The *net* mileage added (*i.e.*, mileage actually opened, *plus* or *minus* corrections of mileage, due to realignments, remeasurements, abandonments, etc.) during 1912 is 644·72 miles.
27,776·66	6,089·62	33,866·28	...	...	...	...	1,607·89	106·40		
36,028·82	7,078·47	43,107·29	...	...	...	...	2,455·29	106·40		

APPEN

(i) *Capital outlay during the year and*

Classification No. of railway (detailed in "Index" to Appendix 9).		Railways.	Gauge.	Capital outlay during the year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
									PART
									Railways, the transactions of which
									I.—STATE LINES WORKED
3	(*a*)	Eastern Bengal	5′ 6″	66	17,65	45,50	63,81	13,80,53	87
3	(*b*)	Eastern Bengal	3′ 3⅜″ & 2′ 6″	...	18,87	51,35	69,72	11,41,91	...
...	...	Lower Ganges Bridge	5′ 6″	64,67	...	...	64,67	...	2,05,21
8	(*a*)	North-Western, Commercial section	„	48,66	1,15,84	87,04	2,51,54	53,79,51	85,96
		„ „ Military „	„	...	...	2,08	2,08	17,71,56	...
8	(*k*)	Kalka-Simla	2′ 6″	...	—26	96	70	1,97,62	...
8	(*l*)	Kohat-Thal	„	...	75	8	83	44,00	...
8	(*m*)	Nowshera-Durgai	„	...	4	10	14	25,88	...
8	(*n*)	Trans-Indus (Kalabagh-Bannu)	„	16,90	3,72	...	20,62	...	40,19
9	(*a*)	Oudh and Rohilkhand	5′ 6″	...	28,01	32,97	60,98	19,65,88	...
9	(*c*)	Cawnpore-Burhwal	3′ 3⅜″						
9	(*d*)	Cawnpore-Banda	5′ 6″	31,81	...	...	31,81	...	35,39
47	(*a*)	Jorhat (Provincial)	2′ 0″	...	5	—1	4	9,41	...
		TOTAL	...	1,62,10	1,84,17	2,20,07	5,66,34	1,19,16,30	3,37,52
									II.—STATE LINES WORKED
1	(*a*)	Bengal-Nagpur	5′ 6″	7,35	19,66	21,04	48,05	30,79,70	11,33
1	(*b*)	Gondia-Chanda	2′ 6″						
1	(*c*)	Jubbulpore-Gondia extension	„						
1	(*e*)	Nagpur-Chhindwara	„	28,59	1,78	1,78	32,15	3,69,25	52,61
1	(*g*)	Purulia-Ranchi	„						
1	(*h*)	Raipur-Dhamtari	„						
2	(*a*)	Bombay, Baroda and Central India §	5′ 6″	27,43	40,40	40,88	1,08,71	21,12,44	30,27
2	(*b*)	Bombay, Baroda and Central India	3′ 3⅜″	...	10,92	7,43	18,35	15,98,42	...
2	(*k*)	Palanpur-Deesa ‖	„	...	...	...	...	2,46	...
2	(*q*)	Broach-Jambusar	2′ 6″	5,13	...	...	5,13	...	6,36
		Carried over	...	68,50	72,76	71,13	2,12,39	71,62,27	1,00,57

NOTE 1.—In this statement the figures in the column headed "Equivalent in sterling" have been calculated in the following manner:—

(*i*) In the case of railways purchased from the old Guaranteed Companies* the outlay since purchase, as recorded in rupees in India has been converted at Rs. 15=£1 and added to the sterling capital issued by the Companies before purchase.

* East Indian.
Eastern Bengal.
Oudh and Rohilkhand.
Sindh Punjab and Delhi (North-Western).
South Indian.
Great Indian Peninsula.
Bombay, Baroda and Central India.
Madras (now included under the Madras and Southern Mahratta and South Indian railway systems).

(*ii*) In the case of railways constructed from State funds as well as in the case of lines purchased† out of funds provided by the State for the construction of railways, the total expenditure as recorded in rupees in India has been converted at Rs. 15=£1.

† Nilgiri (South Indian railway).
Sagauli-Raxaul (Tirhoot railway).
Brahmaputra-Sultanpur (Eastern Bengal railway).
Ranaghat-Krishnagar (Eastern Bengal railway).

(*iii*) In the case of Companies' lines, and those guaranteed under modern contracts‡, branch lines and private Companies' lines, as well as Native State lines and lines in Foreign territory, if the capital was raised or advanced by the State in sterling, the sterling figures have been taken. And if it was raised or advanced in rupees the expenditure has been converted at Rs. 15=1.

‡ Assam-Bengal.
Bengal-Nagpur.
Bengal Central (Eastern Bengal railway).
Burma.
Indian Midland.
Lucknow-Bareilly.
Mysore.
Madras and Southern Mahratta.

DIX 2.

(ii) total capital outlay to end of the year 1912.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense).		Grand total. (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 1).	Of single track including sidings (calculated on mileage in column 15 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
I.												
pass through the Government Accounts.												
BY THE STATE.												
2,70	1,50	23,46	...	1,03,11	...	15,07,10	87	15,07,97	18,969	(a)	3	
1,11	91	35,54	...	7	...	11,77,52	...	11,77,52		(b)	3	
...	...	...	...	...	37,07	...	2,42,28	2,42,28	1,615	...	...	
2,15	1,35	39,84	...	2,71,01	17,36	56,90,36	73,22	57,63,58	55,056	(a)	8	
1,58	1,24	2,64	...	...	...	17,74,20	...	17,74,20		(k)	8	
3,30	2,88	...	...	...	...	1,97,62	...	1,97,62		(l)	8	
71	68	...	...	...	...	44,00	...	44,00		(m)	8	
64	56	28	...	...	...	26,16	...	26,16		(n)	8	
...	...	...	4,94	...	1,45	...	46,58	46,58	310			
129	106	...	...	52,03	...	20,17,91	...	20,17,91	16,578	(a)	9	
...	...	...	...	...	32	...	35,71	35,71	238	(c)	9	
29	27	...	...	43	...	9,84	...	9,84	66	(d)	9	
										(e)	47	
...	...	1,01,76	4,94	4,26,65	56,20	1,24,44,71	3,98,66	1,28,43,37	92,882			
BY COMPANIES.												
1,66	1,31	47,49	...	75,74	1	32,02,93	11,34	32,14,27	25,078	(a)	1	
										(b)	1	
										(c)	1	
58	52	...	...	...	1	3,69,25	52,62	4,21,87		(e)	1	
										(g)	1	
										(h)	1	
2,22	1,48	...	...	52,37	16	21,65,31	30,43	21,95,74	28,304	(a)	2	
87	72	...	...	57,00	...	16,55,42	...	16,55,42		(b)	2	
¶25	¶23	...	...	...	...	2,46	...	2,46	16	(k)	2	
...	...	...	...	...	...	...	6,36	6,36	42	(q)	2	
...	...	47,49	...	1,85,61	18	73,95,37	1,00,75	74,96,12	53,440			

§ Includes the capital outlay on the Patri branch (Rs. 8,08,405).

‖ The expenditure shown against this railway in this part represents the capital outlay incurred by Government.

¶ Calculated on the outlay incurred by Government and the Palanpur Durbar.

NOTE 2.—The Premia paid in purchase of companies' lines are as under:—

	£		Rs.
East Indian railway	6,550,000 @ Rs. 15	=£1=	9,82,50,000
Eastern Bengal railway	1,136,437	,,	= 1,70,46,555
Sindh, Punjab and Delhi railway	2,933,804	,,	= 4,40,07,060
South Indian railway	989,277	,,	= 1,48,39,155
Oudh and Rohilkhand railway	1,036,049	,,	= 1,55,40,735
Great Indian Peninsula railway	14,859,218	,,	=22,28,88,270
Bombay, Baroda and Central India railway	4,135,280	,,	= 6,20,29,200
Madras railway	2,561,928	,,	= 3,84,28,920

APPEN

(i) *Capital outlay during the year and*

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railways.	Gauge.	Capital outlay during the year (in thousands of rupees).					
				On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.							Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
									PART
								II.—STATE LINES WORKED	
		Brought forward	...	68,50	72,76	71,13	2,12,39	71,62,27	1,00,57
4	(a)	East Indian	5′ 6″	36,01	25,23	68,20	1,29,44	61,16,69	82,29
5	(a)	Great Indian Peninsula	,,	46,38	42,12	94,95	1,83,45	51,70,03	1,47,75
5	(b)	Agra-Delhi Chord	,,	...	...	1,35	1,35	1,43,41	...
5	(c)	Baran-Kotah	,,	...	...	31	31	45,97	...
5	(d)	Bhopal-Itarsi (British section)	,,	...	...	*86	86	39,15	...
6	(a)	Madras and Southern Mahratta	,,	...	3,99	9,24	13,23	17,26,80	...
6	(c)	Madras and Southern Mahratta	3′ 3⅜″	...	6,88	3,92	10,80	13,21,45	...
6	(f)	Dhone-Kurnool	,,	...	...	31	31	10,05	...
6	(j)	Mysore section (M. and S. M.)	,,	...	—20	1,95	1,75	1,76,84	...
7	(b)	Bezwada extension	5′ 6″	...	—20	23	3	12,22	...
10	(a)	South Indian	,,	...	9,41	1,47	10,88	6,57,28	...
10	(b)	South Indian	3′ 3⅜″	20,50	13,03	7,75	41,28	8,31,01	22,61
10	(c)	Nilgiri	,,	...	41	40	81	75,99	...
10	(f)	Morappur-Dharmapuri	2′ 6″	5,01	...	...	5,01	8,33	15,52
10	(k)	Tirupattur-Krishnagiri	,,	...	...	3	3	10,79	...
10	(h)	Tinnevelly-Quilon (Travancore) (British section)	3′ 3⅜″	...	...	—20	—20	44,21	...
10	(i)	Tinnevelly-Quilon (Travancore) (Native State section)	,,	...	...	—6	—6	1,17,98	...
11	(a)	Assam-Bengal	,,	12,34	3,62	10,85	26,81	13,98,09	28,27
12	(b)	Tirhoot	,,	10,44	3,03	4,56	18,03	7,40,94	10,95
15	(a)	Burma	,,	...	5,91	33,63	39,54	16,23,35	...
15	(b)	Burma extensions	,,	75	2,23	1,49	4,47	2,16,95	26
15	(c)	Southern Shan States	,,	37,70	3,34	...	41,04	11,79	65,57
19	(c)	Jodhpur-Hyderabad (British section)	,,	...	...	61	61	41,41	...
22	(b)	Lucknow-Bareilly	,,	1,22	18	6,55	7,95	1,70,98	2,56
		TOTAL	...	2,38,85	1,91,74	3,19,53	7,50,12	2,78,73,98	4,76,35
								III.—COMPANIES' LINES GUARANTEED	
9	(b)	Hardwar-Dehra	5′ 6″	...	...	7	7	30,18	...
								IV.—LEASED	
4	(c)	South Bihar	5′ 6″	...	...	...	...	1,19,77	...
		UNCLASSIFIED EXPENDITURE	...	...	...	...	...	...	...
		TOTAL, PART I	...	4,00,95	3,75,91	5,39,67	13,16,53	3,99,40,23	8,13,87

DIX 2—*contd.*

(ii) total capital outlay to end of the year 1912.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY ("INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 and 18).				
Open (calculated on mileage in column 12 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18.	19	20	21	22	23
I—*concld.*												
BY COMPANIES—*concld.*												
...	...	47,49	...	1,85,61	13	73,95,37	1,00,75	74,96,12	53,440			
2,63	1,55	19,50	...	1,31,00	3	62,67,19	82,32	63,49,51	50,522	(a)	4	
3,14	1,40	...	...	1,65,63	1	53,35,66	1,47,76	54,83,42	44,669	(a)	5	
1,14	81	...	...	...	...	1,43,41	...	1,43,41	956	(b)	5	
1,14	1,05	...	...	...	...	45,97	...	45,97	306	(c)	5	
3,23	...	...	...	...	...	39,15	...	39,15	261	(d)	5	* Includes the expenditure on the Native State section also.
1,67	1,34	...	...	54,08	...	17,80,88	...	17,80,88	23,790	(a)	6	
87	78	...	...	25,05	...	13,46,50	...	13,46,50		(c)	6	
31	29	...	...	...	...	10,05	...	10,05	67	(f)	6	
59	54	...	...	5,09	...	1,81,93	...	1,81,93	1,344	(j)	6	
57	54	...	...	...	...	12,22	...	12,22	81	(b)	7	
1,47	1,28	...	...	10,86	...	6,68,14	...	6,68,14		(a)	10	
95	81	...	2,62	64,49	...	8,95,50	25,23	9,20,73		(b)	10	
2,62	2,30	...	...	2,33	...	78,32	...	78,32		(c)	10	
45	40	...	...	10	1,44	8,43	16,96	25,39	13,592	(j)	10	
43	39	...	...	20	...	10,99	...	10,99		(k)	10	
87	...	...	...	...	...	44,21	...	44,21	1,082	(h)	10	
2,03	...	21	...	...	...	1,18,19	...	1,18,19		(i)	10	
1,74	1,49	59,35	2,20	15,30	1,08	14,72,74	31,55	15,04,29	9,866	(a)	11	
94	78	11,78	...	17,36	1,41	7,70,08	12,36	7,82,44	5,216	(b)	12	
1,21	92	17,64	...	60,09	...	17,01,08	...	17,01,08	13,119	(a)	15	
1,16	97	2,38	...	...	...	2,19,33	26	2,19,59		(b)	15	
73	66	...	...	...	6,59	11,79	72,16	83,95		(c)	15	
34	31	26	...	52	...	42,19	...	42,19	281	(c)	19	
58	51	...	...	9,86	14	1,80,84	2,70	‡1,83,54	1,249	(b)	22	‡ Includes the outlay of Rs. 54,58 thousand or £364 thousand on State works incurred from the joint debenture stock.
...	...	1,58,61	4,82	7,47,57	10,88	2,87,80,16	4,92,05	2,92,72,21	219,847			
BY GOVERNMENT UNDER MODERN CONTRACTS.												
94	83	...	...	...	...	30,18	...	30,18	201	(b)	9	
LINES.												
1,51	1,36	...	...	...	...	1,19,77	....	1,19,77	798	(c)	4	
* ...	...	...	...	...	...	...	...	91,09	607			
...	...	2,60,37	9,76	11,74,22	67,08	4,13,74,62	8,90,71	4,23,56,62	314,285			

APPEN

(i) Capital outlay during the year and

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railways.	Gauge.	Capital outlay during the year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10

DIX 2—*contd.*

(*ii*) *total capital outlay to end of the year 1912.*

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 13 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
II.												
do not pass through the Government accounts.												
BOARDS' LINES.												
42	37	...	...	...	...	21,99	...	21,99	147	(*d*)	6	
47	43	...	...	...	...	48,69	...	48,69	325	(*g*)	10	
...	...	...	...	...	...	70,68	...	70,68	4,72			
ASSISTED BY GOVERNMENT UNDER "REBATE" TERMS.												
85	79	...	...	...	...	1,31,42	...	1,31,42	876	(*f*)	2	
33	31	...	...	...	...	11,18	...	11,18	75	(*g*)	2	
41	37	...	...	...	...	36,65	...	36,65	244	(*h*)	2	
48	40	...	...	...	...	26,27	...	26,27	175	(*d*)	3	
...	...	...	...	...	...	...	2	2	...	(*e*)	5	
...	...	...	...	...	...	...	7,71	7,71	51	(*j*)	5	
...	...	...	...	...	...	...	98	98	7	(*k*)	5	
53	46	...	...	...	...	28,71	...	28,71	191	(*b*)	3	
73	...	...	...	...	19,77	20,50	81,32	1,01,82	679	(*d*)	3	
58	48	...	...	...	...	2,47,36	...	2,47,36	1,513	(*h*)	3	
59	54	...	...	...	...	90,16	...	90,16	602	(*i*)	3	
73	65	...	...	...	...	1,52,28	...	1,52,28	1,015	(*j*)	3	
...	...	...	...	...	4,80	...	7,46	7,46	50	(*a*)	36	
...	...	...	...	...	2,26	...	9,49	9,49	63	(*a*)	39	
...	...	...	...	...	26,83	7,44,53	1,06,98	8,51,51	5,541			
TEED BY NATIVE STATES.												
	Nil.											
BY THE GOVERNMENT OF INDIA.												
93	84	...	...	...	...	1,79,13	...	1,79,13	1,194	(*b*)	4	
63	55	...	...	2,15	...	1,62,90	...	1,62,90	1,121	(*a*)	22	
...	...	...	...	2,15	...	3,42,03	...	3,42,03	2,315			
BY LOCAL GOVERNMENTS.												
1,21	1,04	23	...	1,50	...	1,06,30	...	1,06,30	709	(*a*)	16	
...	...	...	...	...	...	...	3,14	3,14	21	(*a*)	30	
72	66	...	...	2,42	...	39,25	...	39,25	262	(*a*)	43	
...	...	23	...	3,92	...	1,45,55	3,14	1,48,69	992			
BY DISTRICT BOARDS.												
83	73	1,35	...	23	...	31,72	...	31,72	205	(*a*)	13	
36	34	...	...	6	...	21,98	...	21,98	147	(*a*)	25	
43	40	...	...	40	...	22,43	...	22,43	150	(*a*)	27	
38	36	...	...	20	...	12,63	...	12,63	84	(*a*)	29	
...	...	...	...	...	...	...	8,62	8,62	77	(*a*)	37	
24	23	...	...	...	...	4,87	...	4,87	32	(*a*)	42	
51	46	...	...	79	...	22,95	...	22,95	153	(*a*)	44	
39	32	...	...	15	...	6,62	...	6,62	44	(*a*)	45	
...	...	1,35	...	1,83	...	1,23,20	8,62	1,31,82	892			

APPEN

(i) *Capital outlay during the year and*

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railways.	Gauge.	Capital outlay during the year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
									PART
									XI.—ASSISTED COMPANIES' LINES RECEIVING
4	(d)	Tarkessur	5′ 6″	...	...	2	2	18,07	...
5	(h)	Matheran	2′ 0″	...	1	1	2	11,38	...
12	(a)	Bengal and North-Western	3′ 3⅜″	—73,86	3,26	1,04,38	33,78	9,08,30	19,74
13	(b)	Bengal Dooars extensions	,,	...	...	66	66	92,78	...
19	(d)	Mirpur Khas-Jhudo	,,	...	...	2	2	7,23	...
19	(e)	Mirpur Khas-Khadro	,,	...	...	58	58	8,35	...
22	(c)	Powayan Light	2′ 6″	...	...	...	...	8,95	...
28	(a)	Barsi Light	,,	...	3	95	98	68,74	...
31	(a)	Champaner-Shivrajpur Light	,,	...	—2	28	26	8,86	...
35	(a)	Dwara-Therria Light	,,	...	...	...	...	...	4,61
40	(a)	Shahdara (Delhi)-Saharanpur Light	,,	...	19	17	36	42,17	...
		TOTAL	...	—73,86	3,47	1,07,07	36,68	11,74,73	24,35
									XII.—UNASSISTED
16	(b)	Ledo and Tikak-Margherita Colliery	3′ 3⅜″	...	...	...	...	16,94	...
24	(a)	Ambaji-Taranga Light	2′ 6″	72	...	...	72	...	72
33	(a)	Dehri-Rohtas Light	,,	10	— 7	...	17	5,43	...
38	(a)	Madaya Light	,,		Information not furnished				
41	(a)	Tarkessur-Magra Light	,,	...	6	5	11	11,18	...
46	(a)	Jagadhri Light	2′ 0″	...	28	...	28	1,08	...
		TOTAL	...	82	41	5	1,28	34,63	72
									XIII.—NATIVE STATE LINES WORKED
14	(a)	Bhavnagar	3′ 3⅜″	7,97	55	39	8,91	97,40	7,97
14	(b)	Dhrangadra	,,	...	...	...	...	5,85	...
17	(a)	Gondal-Porbandar	,,	...	...	...	...	66,94	...
17	(b)	Jetalsar-Rajkot	,,	...	...	1	1	16,15	...
17	(c)	Khijadia-Chalala	,,	8,64	...	...	8,64	...	8,64
18	(a)	Jamnagar	,,	...	1	5	6	23,22	...
19	(a)	Jodhpur	,,	1,31	2,14	2,03	5,48	1,45,94	1,39
19	(b)	Bikaner	,,	...	2,82	13,19	16,01	1,03,58	...
20	(a)	Junagad	,,	5,59	1,04	51	7,14	48,24	5,64
21	(a)	Morvi (including 2′ 6″ gauge)	,,	...	34	46	80	50,14	...
23	(a)	Udaipur-Chitorgarh	,,	...	68	12	80	21,96	...
32	(a)	Cutch	2′ 6″	14	...	46	60	9,89	20
34	(a)	Dholpur-Bari	2′ 0″	52	26	5	83	7,48	77
48	(a)	Pipar Road-Bhavi Light	,,	...	8	15	23	2,75	...
		TOTAL	...	24,17	7,92	17,42	49,51	5,99,54	24,61

DIX 2—*contd.*

(ii) total capital outlay to end of the year 1912.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
II—*contd.*												
LAND ONLY FROM GOVERNMENT.												
81	70	...	...	...	...	18,07	...	18,07	120	(*d*)	4	
90	83	...	...	...	...	11,38	...	11,38	76	(*b*)	5	
77	66	24,06	...	16,49	20	9,48,85	19,94	9,68,79	6,711	(*a*)	12	
80	72	...	...	1,65	...	94,43	...	94,43	630	(*b*)	13	
14	14	...	...	...	...	7,23	...	7,23	48	(*d*)	19	
17	16	...	...	...	...	8,25	...	8,25	55	(*e*)	19	
23	23	...	...	...	...	*8,95	...	8,95	60	(*c*)	22	* Includes the expenditure of Rs. 6,18,993 incurred prior to the transfer of the line to the Rohilkund and Kumaon Railway Company.
59	53	...	...	1,40	...	70,14	...	70,14	468	(*a*)	28	
44	39	...	...	40	...	9,26	...	9,26	62	(*a*)	31	
...	...	...	...	...	4,84	...	9,45	9,45	63	(*a*)	35	
46	42	...	...	34	...	42,51	...	42,51	283	(*a*)	40	
...	...	24,06	...	20,28	5,04	12,19,07	29,39	12,48,46	8,576			
COMPANIES' LINES.												
3,08	1,29	...	...	...	...	16,94	...	16,94	113	(*b*)	16	
...	...	...	...	...	...	...	72	72	5	(*a*)	24	
23	20	...	...	8	...	5,51	...	5,51	37	(*a*)	33	
				Information not furnished.						(*a*)	33	
34	32	1	...	27	...	11,46	...	11,46	76	(*a*)	41	
33	28	...	...	3	...	1,11	...	1,11	7	(*a*)	46	
...	...	1	...	38	...	35,02	72	35,74	238			
BY NATIVE STATES.												
57	49	...	...	4,27	...	1,01,67	7,97	1,09,64	731	(*a*)	14	
28	26	...	...	...	...	5,85	...	5,85	39	(*b*)	14	
45	41	...	...	1,08	...	68,02	...	68,02	453	(*a*)	17	
35	32	...	...	...	...	16,15	...	16,15	108	(*b*)	17	
...	...	...	...	...	3	...	8,67	8,67	53	(*c*)	17	
46	43	...	...	14	...	23,36	...	23,36	156	(*a*)	18	
28	26	...	...	9,13	6,12	1,55,07	7,51	1,62,58	1,084	(*a*)	19	
22	21	...	...	2,49	...	1,06,07	...	1,06,07	707	(*b*)	19	
48	43	...	...	2,05	...	50,29	5,64	55,93	373	(*a*)	20	
54	49	...	...	1,08	...	51,22	...	51,22	341	(*a*)	21	
33	30	...	...	...	...	21,96	...	21,96	146	(*a*)	23	
27	25	...	...	...	...	9,89	20	10,09	67	(*a*)	32	
38	32	...	...	...	...	7,48	77	8,25	55	(*a*)	34	
11	11	...	...	...	...	2,75	...	2,75	18	(*a*)	48	
...	...	...	...	20,24	6,15	6,19,78	30,76	6,50,54	4,336			

APPEN

(i) *Capital outlay during the year and*

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railways.	Gauge.	Capital outlay during the year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
									PART
									XIV.—NATIVE STATE LINES WORKED
1	(*d*)	Mourbhanj	2′ 6″	...	...	...	...	7,20	...
1	(*f*)	Parlakimedi Light	,,	...	4	4	8	7,44	...
2	(*c*)	Nagda-Ujjain	5′ 6″	...	...	...	...	22,41	...
2	(*d*)	Petlad-Cambay (Anand-Tarapur section)	,,	...	...	7	7	11,36	...
2	(*e*)	Petlad-Cambay (Tarapur-Cambay section)	,,	...	...	1	1	8,66	...
2	(*i*)	Gaekwar's Mehsana	3′ 3⅜″	...	...	14	14	57,16	...
2	(*j*)	Jaipur	,,	...	...	...	...	24,10	...
2	(*k*)	Palanpur-Deesa*	,,	...	...	...	...	1,85	...
2	(*l*)	Vijapur-Kalol-Kadi	,,	...	...	22	22	15,63	...
2	(*m*)	Gaekwar's Dabhoi	2′ 6″	...	11	11	22	35,29	6,12
2	(*n*)	Kosamba-Zankhvav	,,	...	...	68	68	12,23	...
2	(*o*)	Rajpipla	,,	...	...	...	...	13,90	...
2	(*p*)	Billimora-Kalamba	,,	2,14	...	...	2,14	...	2,34
2	(*r*)	Petlad-Vaso	,,	2,80	...	...	2,80	...	3,20
5	(*d*)	Bhopal-Itarsi (Native State section)	5′ 6″	...	...	...	...	50,00	...
5	(*e*)	Bhopal-Ujjain	,,	...	...	2	2	78,79	...
5	(*f*)	Bina-Goona-Baran	,,	...	...	1	1	1,00,34	...
5	(*g*)	Gwalior Light	2′ 0″	...	13	7	20	67,67	...
6	(*b*)	Kolar Gold-fields	5′ 6″	...	...	...	...	12,07	...
6	(*e*)	Birur-Shimoga	3′ 3⅜″	...	...	—1	—1	24,32	...
6	(*g*)	Hindupur (Yesvantpur-Mysore Frontier)	,,	...	...	...	...	24,98	...
6	(*h*)	Kolhapur	,,	...	...	...	...	23,26	...
6	(*i*)	Mysore-Nanjangud	,,	...	...	1	1	6,57	...
6	(*k*)	Sangli	,,	...	...	1	1	1,78	...
6	(*m*)	Bowringpet-Kolar	2′ 6″	7	...	...	7	...	7
7	(*a*)	Nizam's Guaranteed State	5′ 6″	...	8	3,27	3,35	4,60,01	...
7	(*c*)	Hingoli Branch	3′ 3⅜″	...	...	10,20	10,20	29,44	...
7	(*d*)	Hyderabad-Godavari Valley	,,	...	42	3,24	3,66	2,90,55	...
10	(*f*)	Shoranur-Cochin	,,	...	8	2	10	68,32	...
		TOTAL	...	5,01	86	18,11	23,98	14,55,33	11,73
									XV.—NATIVE STATE LINES WORKED
3	(*c*)	Cooch Behar	3′ 3⅜″	...	—13	35	22	19,27	...
3	(*c*)	Jammu and Kashmir (Native State section).	5′ 6″	...	...	13	13	10,27	...
8	(*e*)	Khanpur-Chachran	,,	...	...	—10	—10	13,85	...
8	(*f*)	Ludhiana-Dhuri-Jakhal	,,	...	...	...	...	41,92	...
8	(*g*)	Rajpura-Bhatinda	,,	...	...	53	53	70,42	...
		TOTAL	...	...	—13	91	78	1,55,73	...
									XVI.—LINES IN
6	(*l*)	West of India Portuguese	3′ 3⅜″	...	...	5,84	5,84	1,83,25	...
10	(*d*)	Peralam-Karaikkal	,,	...	...	...	...	7,24	...
10	(*e*)	Pondicherry	,,	...	...	...	...	5,69	...
		TOTAL	...	...	...	5,84	5,84	1,96,18	...
		TOTAL, PART II	...	36,65	15,53	1,63,13	2,15,31	50,32,65	53,32
		GRAND TOTAL	...	4,37,60	3,91,44	7,02,80	15,31,84	4,49,72,88	9,67,19

DIX 2—*concld.*

(*ii*) *total capital outlay to end of the year 1912.*

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
II—*concld.*												
BY COMPANIES.												
22	21	...	...	...	...	7,20	...	7,20	48	(*d*)	1	
30	28	...	...	...	...	7,44	...	7,44	49	(*f*)	1	
65	63	...	...	...	...	22,41	...	22,41	149	(*c*)	2	
53	48	...	...	10	...	11,46	...	11,46	76	(*d*)	2	
70	54	...	...	...	...	8,66	...	8,66	58	(*e*)	2	
41	37	...	...	...	...	57,16	...	57,16	381	(*i*)	2	
33	30	...	...	...	...	24,10	...	24,10	161	(*j*)	2	
...	...	...	...	...	...	1,85	...	1,85	12	(*k*)	2	
31	28	...	...	...	...	15,63	...	15,63	104	(*l*)	2	
23	20	...	...	29	1,15	35,58	7,27	42,85	286	(*m*)	2	
47	43	...	...	4	...	12,27	...	12,27	82	(*n*)	2	
37	34	...	...	...	...	13,90	...	13,90	93	(*o*)	2	
...	...	...	...	...	2,90	...	5,24	5,24	35	(*p*)	2	
...	...	...	...	...	31	...	3,51	3,51	23	(*r*)	2	
1,12	†127	...	...	...	...	50,00	...	50,00	333	(*d*)	5	
70	64	...	...	...	...	78,79	...	78,79	525	(*e*)	5	
69	64	...	...	...	...	1,00,34	...	1,00,34	669	(*f*)	5	
27	26	...	...	...	...	67,67	...	67,67	451	(*g*)	5	
1,22	77	...	...	...	...	12,07	...	12,07	80	(*b*)	6	
64	57	...	...	...	...	24,32	...	24,32	162	(*e*)	6	
49	45	...	...	...	...	24,98	...	24,98	167	(*g*)	6	
79	75	...	..	...	...	23,26	...	23,26	155	(*h*)	6	
42	39	...	...	...	...	6,57	...	6,57	44	(*i*)	6	
36	34	...	...	...	...	1,78	...	1,78	12	(*k*)	6	
...	...	...	...	...	...	...	7	7	...	(*m*)	6	
1,39	1,23	...	...	24,96	...	4,84,97	...	4,84,97	3,713	(*a*)	7	
59	52	...	...	75	...	30,19	...	30,19	201	(*c*)	7	
74	66	...	...	5,57	...	2,96,12	...	2,96,12	1,957	(*d*)	7	
1,06	91	87	...	46	...	69,65	...	69,65	464	(*f*)	10	
...	...	87	...	32,17	4,36	14,88,37	16,09	15,04,46	10,490			
BY STATE RAILWAY AGENCY.												
58	54	4	...	...	...	19,31	...	19,31	129	(*c*)	3	
65	54	...	...	...	...	10,27	...	10,27	68	(*c*)	8	
68	54	...	...	...	...	13,85	...	13,85	92	(*e*)	8	
53	50	...	...	...	...	41,92	...	41,92	279	(*f*)	8	
65	54	...	...	...	...	70,42	...	70,42	470	(*g*)	8	
...	...	4	...	...	...	1,55,77	...	1,55,77	1,038			
FOREIGN TERRITORY.												
3,59	2,75	...	...	...	...	1,83,25	...	1,83,25	1,491	(*b*)	6	
49	43	...	...	...	...	7,24	...	7,24	48	(*d*)	10	
72	58	...	...	...	...	5,69	...	5,69	38	(*e*)	10	
...	...	...	...	...	...	1,96,18	...	1,96,18	1,577			
...	...	26,56	...	80,97	42,38	51,40,18	1,95,70	53,35,88	36,467			
...	...	2,86,93	9,76	12,55,19	1,09,46	4,65,15,00	10,86,41	§4,76,92,50	§350,752			

* The expenditure shown against this railway in this part represents the capital outlay incurred by the Palanpur Durbar.

† Including the British section.

§ Includes Rs. 91,09 thousand or £607 thousand on account of "Unclassified expenditure," *vide* columns 19 and 20 on page 39.

APPEN

Capital liability on account of railways classed

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railways.	Capital Liability							
			Share capital of purchased railways being paid off by annuities.							
				Deduct.						
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Debt incurred for purchase of railways.
1	2	3	4	5	6	7	8	9	10	11
			£	£	£	£	£	£	£	£
		I.—STATE LINES								
...	...	Akbarpur-Tanda	...	...	...	...	...	...	27,111	...
...	...	Allahabad-Rae-Bareli-Cawnpore	...	...	...	...	...	...	720,310	...
...	...	Bilaspur-Etawah	...	...	...	...	...	...	5,009	...
9	(d)	Cawnpore-Banda	...	...	...	...	...	...	238,060	...
3	(a) & (b)	Eastern Bengal 5′ 6″, 3′ 3¾″ and 2′ 6″ gauges	3,301,917	542,070	...	2,849,847	363,874	2,485,973	15,022,408	1,326,684
...	...	Dhakia-Sambhal	...	...	...	...	...	...	44,799	...
...	...	Expenditure in England for stores purchased and remaining unappropriated.	...	...	...	...	...	...	82,253	...
...	...	Frontier railway reserve	...	...	...	...	...	...	292,741	...
...	...	Gajroula-Chaudpur	...	...	...	...	...	...	48,378	...
...	...	Ganges bridge at Kachhla	...	...	...	...	...	...	5,094	...
47	...	Jorhat (Provincial)	...	...	...	...	...	...	65,623	...
...	...	Jullundur-Hoshiarpur	...	...	...	...	...	...	100,365	...
...	...	Jakhal-Hissar	...	...	...	...	...	...	142,801	...
8	(h)	Trans-Indus (Kalabagh-Bannu)	...	...	...	...	...	...	310,525	...
...	...	Laki-Pezu-Tank	...	...	...	...	...	...	14,634	...
...	...	Lower Ganges Bridge	...	...	...	...	...	...	1,615,230	...
...	...	Ludhiana-Ferozepore	...	...	...	...	...	...	1,687	...
...	...	Nagpur-Chhattisgarh (Depreciation Account)	...	...	...	...	...	...	43,803	...
8	(a)	North Western	14,009,124	4,911,216	...	9,097,908	1,088,298	8,009,610	43,204,789	3,736,883
...	...	Raja Bhat Khawa-Dalsingpara	...	...	...	...	...	...	33,587	...
9	(a)	Oudh and Rohilkhand	...	...	...	...	...	...	6,437,161	10,706,558
...	...	Petroleum operations in Baluchistan	...	...	...	...	...	...	7,946	...
...	...	Ranaghat-Bhagwangola	...	...	...	...	...	...	20,163	...
...	...	Rangiya-Tangla	...	...	...	...	...	...	69,117	...
...	...	Sabarmati-Dholka	...	...	...	...	...	...	3,993	...
...	...	Sarai Kala-Havelian	...	...	...	...	...	...	230,334	...
...	...	Singhjani-Fulchhari	...	...	...	...	...	...	77,864	...
...	...	Shorkot Road-Chichoki	...	...	...	...	...	...	529,170	...
...	...	Southern Mahratta (Depreciation on works)	...	...	...	...	...	...	35,188	...
...	...	State railway stores	...	...	...	...	...	...	15,814	...
...	...	Umaria Colliery	...	...	...	...	...	...	12,178	...
...	...	Vizagapatam-Raipur	...	...	...	...	...	...	16,336	...
...	...	Warora Colliery	...	...	...	...	...	...	74,002	...
		Total	17,401,041	5,453,286	...	11,947,755	1,452,172	10,495,583	70,148,623	15,770,075
		II.—STATE LINES WORKED								
5	(b)	Agra-Delhi Chord	...	...	...	...	...	...	956,048	...
11	(a)	Assam-Bengal	...	...	...	...	...	...	6,347,238	...
5	(c)	Baran-Kotah	...	...	...	...	...	...	306,453	...
		Carried over	...	...	...	...	...	...	7,609,739	...

DIX 3.

as State railways and of the Hardwar-Dehra railway at the end of 1912.

AT END OF THE YEAR.

NOMINAL AMOUNTS OF COMPANIES' CAPITAL.						Overdrafts.	Capital not bearing interest including discounts on capital raised.	ADVANCES BY THE SECRETARY OF STATE TO COMPANIES.				Total capital liability (excluding capital not bearing interest, column 19).
Share Capital.				Debenture and Debenture stock.				In England.		In India.		
In England.		In India.		In England.				In England.		In India.		
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.	
12	13	14	15	16	17	18	19	20	21	22	23	24
	£		£		£	£	£		£		£	£
WORKED BY THE STATE.												
...	...	...	...	...	...	...	...	...	...	...	...	27,111
...	...	...	...	...	...	...	...	...	...	...	...	720,310
...	...	...	...	...	...	...	...	...	...	...	...	5,009
...	...	...	...	...	...	...	...	...	...	...	...	238,960
...	...	...	...	...	...	...	...	...	...	...	...	19,435,065
...	...	...	...	...	...	...	...	...	...	...	...	44,799
...	...	...	...	...	...	...	...	...	...	...	...	82,253
...	...	...	...	...	...	...	...	...	...	...	...	292,741
...	...	...	...	...	...	...	...	...	...	...	...	48,378
...	...	...	...	...	...	...	...	...	...	...	...	5,094
...	...	...	...	...	...	...	...	...	...	...	...	65,623
...	...	...	...	...	...	...	...	...	...	...	...	100,365
...	...	...	...	...	...	...	...	...	...	...	...	142,801
...	...	...	...	...	...	...	...	...	...	...	...	310,525
...	...	...	...	...	...	...	...	...	...	...	...	14,634
...	...	...	...	...	...	...	...	...	...	...	...	1,615,220
...	...	...	...	...	...	...	...	...	...	...	...	1,887
...	...	...	...	...	...	...	...	...	...	...	...	43,803
...	...	...	...	...	...	...	...	...	...	...	...	54,951,282
...	...	...	...	...	...	...	...	...	...	...	...	33,587
...	...	...	...	...	...	...	...	...	...	...	...	17,143,719
...	...	...	...	...	...	...	...	...	...	...	...	7,946
...	...	...	...	...	...	...	...	...	...	...	...	20,163
...	...	...	...	...	...	...	...	...	...	...	...	69,117
...	...	...	...	...	...	...	...	...	...	...	...	3,993
...	...	...	...	...	...	...	...	...	...	...	...	230,334
...	...	...	...	...	...	...	...	...	...	...	...	77,864
...	...	...	...	...	...	...	...	...	...	...	...	529,170
...	...	...	...	...	...	...	...	...	...	...	...	35,138
...	...	...	...	...	...	...	...	...	...	...	...	15,814
...	...	...	...	...	...	...	...	...	...	...	...	12,178
...	...	...	...	...	...	...	...	...	...	...	...	16,336
...	...	...	...	...	...	...	...	...	...	...	...	74,002
...	...	...	...	...	...	...	...	...	...	...	...	96,414,281
BY COMPANIES.												
...	...	...	...	...	...	...	...	...	...	...	...	956,048
3%	1,500,000	...	...	3%	450,900	...	—1,908	...	...	...	...	9,408,188
				3½%	425,000							
				3½%	650,000							
...	...	...	...	...	...	...	...	...	...	...	...	306,453
3 ...	1,500,000	...	...	...	1,525,900	...	—1,908	...	...	...	...	10,665,689

APPEN

Capital liability on account of railways classed as State

Classification No. of railway (Detailed in "Index" to Appendix 9).		Railways.	CAPITAL LIABILITY							
			Share capital of purchased railways being paid off by annuities.							
				Deduct.						
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Debt incurred for purchase of railways.
1	2	3	4	5	6	7	8	9	10	11
			£	£	£	£	£	£	£	£
										II.—STATE LINES
		Brought forward	...	...	...	...	...	...	7,609,739	...
...	...	Bayana-Agra	...	...	...	...	...	...	202,857	...
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur	...	...	...	...	...	...	2,061,962	...
2	(g)	Broach-Jambusar	...	...	...	...	...	...	42,381	...
7	(b)	Bezwada Extension	...	...	...	...	...	...	81,491	...
5	(d)	Bhopal-Itarsi (British section)	...	...	...	...	...	...	260,985	...
2	(a)	Bombay, Baroda and Central India	...	...	...	...	...	...	17,146,548	12,556,903
15	(a)	Burma	...	...	...	...	...	...	6,494,155	...
15	(b)	Burma Extensions	...	...	...	...	...	...	2,023,556	...
...	...	Coonoor-Ootacamund	...	...	...	...	...	...	253,296	...
...	...	Dharmapuri-Hosur	...	...	...	...	...	...	118,027	...
6	(f)	Dhone-Kurnool	...	...	...	...	...	...	67,028	...
4	(a)	East Indian	32,750,000	7,282,366	...	25,467,634	3,611,281	21,856,353	5,284,837	9,938,218
5	(a)	Great Indian Peninsula	34,659,218	...	1,750,000	33,109,218	4,837,964	28,271,254	3,796,975	5,964,666
...	...	Indian Midland	...	...	...	...	...	...	2,542,056	4,220,021
19	(c)	Jodhpur-Hyderabad (British section)	...	...	...	...	...	...	281,299	...
22	(b)	Lucknow-Bareilly	...	...	...	...	...	...	341,409	...
6	(a)	Madras and Southern Mahratta*	12,819,558	...	1,500,000	11,319,558	472,690	10,846,868	9,155,605	1,898,102
6	(j)	Mysore section (Madras and Southern Mahratta).	...	...	...	...	...	...	...	...
2	(k)	Palanpur-Deesa†	...	...	...	...	...	...	16,380	...
...	...	Roserah-Khagaria	...	...	...	...	...	...	68,169	...
...	...	Samastipur-Roserah	...	...	...	...	...	...	45,143	...
10	(a)	South Indian	...	...	...	...	...	...	4,876,537	4,726,169
10	(h)	Tinnevelly-Quilon (Travancore) (British section).	...	...	...	...	...	...	6,681	...
10	(i)	Tinnevelly-Quilon (Travancore) (Native State section).	...	...	...	...	...	...	11,298	...
12	(b)	Tirhoot	...	...	...	...	...	...	5,103,011	...
		TOTAL	80,428,776	7,282,366	3,250,000	69,896,410	8,921,935	60,974,475	67,886,557	39,294,079
										III.—COMPANIES' LINES GUARANTEED BY
9	(b)	Hardwar-Dehra	...	...	...	...	...	...	...	...
		GRAND TOTAL	97,829,817	12,735,652	3,250,000	81,844,165	10,374,107	71,470,058	138,035,180	55,064,154

* The figures relating to the purchase of the late Madras railway as shown in columns 4, 6, 7, 8, 9 and 11, though for convenience incorporated with those for the Madras and Southern Mahratta railway, relate also to the South Indian railway, with which a portion of the late Madras railway has been amalgamated.

† The expenditure shown against this railway in this appendix represents the outlay incurred by Government.

DIX 3—*concld.*

railways and of the Hardwar-Dehra railway at the end of 1912.

AT END OF THE YEAR.

NOMINAL AMOUNTS OF COMPANIES' CAPITAL.								ADVANCES BY THE SECRETARY OF STATE TO COMPANIES.				Total capital liability (excluding capital not bearing interest, column 19).
Share Capital.				Debentures and Debenture stock.		Overdrafts.	Capital not bearing interest including discounts on capital raised.	In England.		In India.		
In England.		In India.		In England.								
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.	
12	13	14	15	16	17	18	19	20	21	22	23	24
	£		£		£	£	£		£		£	
WORKED BY COMPANIES—*concld.*												
...	1,500,000	...	...	...	1,555,900	...	—1,908	...	...	...	...	10,665,639
...	...	...	...	...	...	...	...	...	...	...	...	202,857
4 %	3,000,000	...	...	3 % 3½ % 3¾ % 4 %	1,150,000 1,185,500 3,014,500 155,000	4,784,787	—14,323	3¼	2,900,000	3½ % 3¾ % 4 %	6,483,510 33,622 326,589	25,092,420
...	...	...	...	...	...	...	...	...	...	...	...	42,381
...	...	...	...	...	...	...	...	...	...	...	...	81,491
...	...	...	...	...	...	...	...	...	...	...	...	260,985
3 %	2,000,000	...	...	3½ %	1,000,000	...	—40,636	...	...	...	...	32,703,451
2½ %	3,000,000	...	...	3 %	1,250,000	331,957	—30,181	...	...	...	...	11,126,112
...	...	...	...	...	...	...	...	...	...	...	...	2,023,586
...	...	...	...	...	...	...	...	...	...	...	...	253,398
...	...	...	...	...	...	...	...	...	...	...	...	113,027
...	...	...	...	...	...	...	...	...	...	...	...	67,928
...	...	...	...	3 % 3½ %	6,000,000 7,000,000	...	—711,037	...	...	...	...	52,079,408
3 %	2,575,000	...	...	3½ %	3,500,000	...	—246,842	3½ %	2,500,000	...	...	46,607,895
...	...	...	...	...	...	...	...	...	...	...	...	6,762,077
...	...	...	...	...	...	...	...	...	...	...	...	281,259
...	...	...	...	3½ % 3¾ % 4 %	75,000 32,000 435,000*	...	13,102	...	...	3½ % 4 %	239,012 184,407	1,308,828
3½ %	4,991,540	3½ %	8,460	3 % 3½ % 3¾ % 4 %	180,000 1,070,000 600,000 1,200,000	925,272	25,283 24,000	...	...	...	...	29,665,847 1,200,000
...	...	...	...	...	...	...	...	...	...	...	...	16,380
...	...	...	...	...	...	...	...	...	...	...	...	68,169
...	...	...	...	...	...	...	...	...	...	...	...	45,143
3 %	1,000,000	...	...	3¼ % 3½ % 4 %	175,000 73,000 200,000	...	...	...	...	...	...	11,050,706
...	...	...	...	4 % 3¼ % 3½ %	20,483 67,875 198,742	...	432	...	...	...	...	293,781
...	...	...	...	4% 3¼ % 3½%	29,517 369,125 376,258	...	818	...	...	...	...	786,198
...	...	...	...	...	...	...	...	...	...	...	...	5,103,011
...	18,066,540	...	8,460	...	32,912,900	6,091,966	—981,342	...	5,400,000	...	7,264,140	237,899,117
GOVERNMENT UNDER MODERN CONTRACTS.												
...	...	...	185,476	...	...	1,211	...	...	...	...	...	186,687
...	18,066,540	...	193,936	...	32,912,900	6,093,177	—981,342	...	5,400,000	...	7,264,140	334,500,085

* State share of "Joint Debenture Stock" of £800,000. The proceeds of this loan were not paid over to Government.

Details of gross earnings

Classification No. of Railway (detailed in "Index" to Appendix 9.)		Railway system.	Year.	Coaching Traffic.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5' 6" gauge.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
1	(a) to (c), (e), (g) and (h)	Bengal-Nagpur.	1905	16,8	2,02	51,6	2,42	232,7	2,86	8,326,7	62,06	273,7	25	8,901,5	69,61	6,85
			1906	19,6	2,33	58,9	2,77	269,1	3,13	9,170,6	68,52	309,4	29	9,833,6	77,04	7,54
			1907	22,8	2,50	67,3	2,95	381,8	3,58	10,354,5	73,90	351,2	31	11,177,6	83,24	8,30
			1908	23,5	2,60	75,6	3,13	372,9	3,60	10,949,5	75,07	427,7	36	11,849,2	84,76	8,62
			1909	23,4	2,63	79,4	3,29	327,9	2,87	12,025,6	82,41	450,2	37	12,906,5	91,57	8,97
			1910	25,4	2,96	80,4	3,46	292,9	2,59	12,856,9	85,15	482,3	40	13,737,9	94,56	9,79
			1911	26,3	2,97	81,1	3,60	314,4	2,97	13,773,0	90,81	530,5	47	14,755,3	1,00,82	10,10
			1912	30,7	3,69	88,4	4,09	415,2	4,05	15,140,9	1,09,53	651,3	56	16,326,5	1,21,92	12,89
2	(a), (c) to (f), and (m) to (o)	Bombay, Baroda and Central India.	1905	74,8	1,88	644,4	5,63	280,1	5,88	15,100,4	49,70	7,389,8	4,52	23,489,5	67,61	9,57
			1906	74,4	1,84	636,5	5,39	260,4	5,46	16,091,7	52,36	7,825,7	4,80	24,888,7	69,85	9,60
			1907	75,3	2,03	749,3	5,92	248,5	5,27	19,211,5	57,20	8,388,1	5,15	28,672,7	75,57	10,91
			1908	75,9	1,97	723,6	5,74	208,2	4,43	20,738,4	63,53	8,801,2	5,31	30,547,3	80,98	11,61
			1909	73,2	1,84	735,6	5,63	191,3	3,77	21,801,5	66,84	9,207,7	5,47	32,009,3	83,05	11,77
			1910	57,5	2,14	459,6	5,60	215,9	4,09	24,390,3	75,55	8,898,6	5,79	34,021,9	92,67	12,53
			1911	57,1	3,09	488,1	6,83	273,6	6,16	25,710,4	81,69	9,002,6	5,43	35,531,8	1,02,70	14,73
			1912	54,5	3,37	475,3	6,78	320,4	7,63	27,152,3	83,42	9,024,3	5,32	37,027,1	1,06,52	16,10
3	(a)	Eastern Bengal.	1905	*†54,8	*1,45	*†54,2	*1,83	*†1,244,3	*4,31	*†15,096,6	*32,15	*†1,610,0	*2,00	*†18,159,9	*41,75	*4,47
			1906	†61,7	1,52	†177,4	1,92	†1,174,6	4,56	†17,824,3	34,88	†1,899,9	2,24	†21,137,9	45,12	6,28
			1907	†67,3	1,42	†231,7	2,02	†1,729,2	4,72	†20,134,2	42,00	†2,062,3	2,19	†24,224,7	52,35	5,97
			1908	†74,7	1,61	†238,7	2,04	†1,873,0	5,19	†21,018,9	43,89	†3,318,7	2,25	†26,524,0	54,98	6,58
			1909	†75,9	1,54	†214,0	1,86	†1,910,8	4,69	†20,879,7	43,25	†3,176,5	2,60	†26,256,9	53,94	6,08
			1910	†146,7	2,10	†280,8	2,45	†2,872,8	6,51	†32,483,3	45,07	†3,313,6	2,73	†39,097,2	58,86	5,89
			1911	†91,7	2,30	†239,9	2,63	†2,550,2	7,57	†25,235,4	47,72	†3,590,9	2,94	†31,748,1	63,18	8,66
			1912	†89,4	2,34	†248,7	3,04	†2,713,8	8,58	†26,058,5	50,29	†3,865,1	3,39	†32,975,3	67,64	9,68
4	(a) to (d)	East Indian.	1905	72,4	7,81	216,2	8,56	1,814,7	17,79	22,041,8	1,71,04	1,792,8	1,75	25,937,9	2,06,95	32,33
			1906	69,4	7,52	210,8	8,31	1,861,6	18,07	24,092,1	1,85,15	1,909,5	1,87	28,143,4	2,21,42	29,58
			1907	75,5	8,14	216,8	8,76	2,009,9	19,03	26,717,0	1,99,73	2,168,8	2,06	31,187,1	2,37,72	32,34
			1908	81,0	8,30	223,4	8,86	2,107,4	19,25	27,025,3	1,90,51	2,330,1	2,16	31,767,2	2,29,08	31,52
			1909	83,1	8,47	224,5	8,97	2,144,0	19,37	26,819,1	1,86,87	2,446,0	2,15	31,716,7	2,25,83	31,45
			1910	86,0	9,43	278,2	9,92	2,344,2	22,34	29,090,8	2,05,54	2,487,6	2,28	34,286,8	2,49,51	34,18
			1911	98,1	11,42	292,5	11,63	2,394,6	23,31	31,194,5	2,16,88	2,576,9	2,35	36,556,6	2,65,59	41,06
			1912	83,4	9,47	256,6	10,60	2,534,6	23,41	33,686,9	2,34,07	2,609,7	2,45	39,231,2	2,80,00	39,58
5	(a) to (h)	Great Indian Peninsula.	1905	97,7	9,25	518,3	13,65	988,9	18,31	18,540,6	1,01,72	5,147,4	2,60	25,292,9	1,45,53	31,82
			1906	98,2	9,74	502,5	14,26	1,065,1	19,05	20,177,9	1,12,64	5,546,8	2,92	27,390,5	1,58,61	33,04
			1907	104,1	10,56	496,1	14,38	995,7	18,83	22,026,4	1,24,39	5,937,6	3,10	29,529,9	1,71,16	33,90
			1908	95,8	10,24	463,8	13,58	917,8	17,44	21,816,3	1,20,06	6,063,7	3,17	29,357,4	1,64,49	34,22
			1909	96,0	10,76	446,0	13,04	823,5	15,77	21,589,6	1,23,93	6,134,2	3,25	29,088,8	1,66,81	34,71
			1910	81,7	12,85	382,6	14,26	923,1	17,16	24,221,2	1,42,00	6,025,2	3,15	31,585,8	1,89,42	36,95
			1911	97,9	14,73	358,4	15,07	1,065,2	20,71	25,319,8	1,47,96	6,278,0	3,30	33,118,4	2,01,77	44,73
			1912	88,4	12,21	347,0	13,46	74,5	2,01	28,470,6	1,75,58	6,510,6	3,39	35,491,1	2,06,65	40,34
...	...	Madras	1905	31,0	3,00	187,7	4,06	62,4	1,09	13,281,3	55,99	883,9	35	14,396,3	64,49	9,99
			1906	34,4	3,32	148,8	4,45	69,9	1,29	14,228,5	59,20	891,0	39	15,372,6	68,65	11,32
			1907	34,6	3,28	165,1	4,59	76,0	1,44	16,848,1	66,21	685,8	33	17,309,6	75,85	11,43
6	(a) and (b)	Madras and Southern Mahratta.	1908	†45,6	2,28	†213,4	3,32	†66,9	1,34	†25,142,9	54,00	†324,6	31	†25,723,4	61,25	9,05
			1909	†45,7	2,59	†211,1	3,41	†23,0	50	†25,343,3	57,99	†393,7	27	†27,016,8	64,76	9,94
			1910	†42,7	2,23	†199,2	3,64	†26,4	61	†28,476,0	58,59	†761,6	19	†29,505,9	65,96	11,38
			1911	†45,6	3,19	†204,8	3,89	†27,5	61	†28,959,3	61,51	†856,0	24	†30,093,2	69,44	11,79
			1912	†46,8	3,20	†233,6	4,15	†33,4	74	†30,949,8	66,05	†878,1	27	†32,143,7	74,41	12,51
7	(a) and (b)	Nizam's Guaranteed State.	1905	6,7	47	53,0	1,02	268,1	1,16	1,239,9	6,24	15,7	9	1,583,4	8,98	1,87
			1906	6,5	49	53,6	1,04	279,5	1,26	1,339,9	6,69	27,1	9	1,706,6	9,57	1,75
			1907	6,7	46	54,9	1,01	405,0	2,44	1,446,4	6,63	31,9	10	1,944,9	10,64	1,44
			1908	6,7	45	54,3	1,03	461,0	3,27	1,273,3	5,82	32,8	11	1,828,1	10,68	1,45
			1909	7,7	49	59,2	1,08	238,0	1,21	1,686,3	8,01	32,3	10	2,023,5	10,89	1,55
			1910	7,7	48	47,4	1,01	235,8	1,36	1,602,0	8,91	29,2	11	1,922,1	11,87	1,61
			1911	8,6	57	48,5	1,03	376,0	2,96	1,325,5	7,16	42,1	14	1,800,7	11,86	1,97
			1912	9,7	60	49,0	1,01	445,9	3,60	1,397,6	7,32	36,2	6	1,938,4	12,59	2,48

* Includes the Bengal Central railway, which for the first-half of 1905 was worked independently of the Eastern Bengal railway.

† Includes figures for the 3' 3⅜" gauge section.

DIX 4.

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.												Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue Stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.				
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs	Rs.	Rs.
76,46	1,785	1,10,19	...	3	1,529	36.16	659	9,39	11	74	1,92	3,975	1,58,43	43	70	8,69	2,44,71
84,58	1,987	1,16,69	...	2	2,012	52,86	634	10,59	12	85	84	4,645	1,75,85	41	1,15	7,49	2,69,48
91,54	2,023	1,23,47	...	8	2,066	50,69	725	12,03	14	95	1,94	4,828	1,89,11	45	98	7,72	2,89,80
98,38	1,814	93,76	1	10	2,286	57,51	796	12,81	21	1,27	1,93	4,918	1,67,38	43	75	9,62	2,71,56
1,00,34	1,924	1,05,39	1	19	1,973	52,49	772	12,94	19	1,06	88	4,689	1,72,95	38	84	13,01	2,87,72
1,04,35	2,290	1,15,51	2	25	2,283	62,23	683	10,03	18	1,15	1,58	5,276	1,90,75	40	85	12,18	3,08,53
1,10,92	2,370	1,27,33	1	27	2,767	73,74	692	12,93	16	1,06	1,02	5,846	2,17,00	44	85	10,49	3,39,70
1,34,81	2,901	1,51,03	2	30	3,084	81,04	726	14,37	20	1,37	1,73	6,683	2,49,84	49	1,19	16,30	4,02,63
77,18	1,791	1,20,64	1	23	42	1,77	198	2,86	23	4,27	19	2,055	1,29,96	51	...	4,08	2,11,73
79,45	1,989	1,24,00	1	21	77	3,23	248	3,26	29	5,70	29	2,344	1,36,69	47	...	2,64	2,19,25
86,48	2,139	1,30,08	1	30	134	2,61	305	3,13	31	5,13	29	2,610	1,41,54	52	...	2,88	2,31,42
92,59	2,089	1,18,45	1	12	150	3,44	289	3,66	32	4,97	23	2,561	1,30,87	50	...	3,23	2,27,19
94,82	2,209	1,34,52	2	19	159	3,08	411	5,38	33	5,53	24	2,814	1,48,94	47	...	4,99	2,49,22
1,05,25	2,314	1,57,21	1	17	134	3,39	345	5,95	37	6,23	29	2,911	1,73,24	52	...	3,49	2,82,50
1,17,43	2,373	1,67,87	2	20	217	4,26	730	5,30	52	7,57	33	3,374	1,85,53	60	...	3,24	3,06,80
1,22,62	2,573	2,08,05	1	16	222	6,49	834	10,08	29	4,60	38	3,659	2,29,76	61	...	3,04	3,56,03
*46,32	*†1,899	*63,87	*†13	*22	*†511	*3,16	*†637	*3,46	*†1	*6	*24	*†3,051	*71,01	*19	...	*7,24	1,24,66
51,40	†2,387	75,23	†16	41	†562	2,83	†726	3,93	†3	6	1,18	†3,694	83,59	19	...	5,94	1,41,12
53,32	†2,570	87,75	†12	35	†691	5,49	†818	3,96	†10	3	61	†4,101	98,19	22	...	7,48	1,64,21
61,56	†2,491	80,32	†11	21	†787	6,07	†871	6,58	†14	6	42	†4,174	93,66	9	...	5,47	1,60,78
60,02	†2,510	82,45	†9	15	†843	6,34	†753	6,55	†8	11	34	†4,153	95,94	20	...	6,53	1,62,69
64,75	†2,530	79,29	†11	15	†913	6,71	†790	6,62	†6	8	62	†4,250	98,47	21	...	6,85	1,65,28
71,84	†2,717	82,77	†12	15	†930	7,18	†1,153	12,00	†8	9	53	†4,820	1,02,72	24	...	6,43	1,81,23
77,32	†2,950	95,72	†14	15	11,067	7,88	†1,030	8,68	†12	13	2,13	†5,063	1,14,69	27	...	6,90	1,99,18
2,39,28	4,116	2,88,41	18	6,79	6,142	2,02,44	1,951	24,01	9	2,78	2,51	12,236	5,26,94	1,00	2,54	9,70	7,79,46
2,51,00	4,051	3,07,79	19	7,43	6,485	2,16,25	1,952	24,02	10	3,46	3,10	12,517	5,62,05	92	2,68	9,42	8,26,07
2,70,05	4,215	3,12,80	13	4,59	6,872	2,06,03	1,883	23,59	13	3,87	2,06	13,001	5,52,94	1,04	2,82	11,09	8,37,91
2,60,60	4,191	3,05,43	15	3,44	7,706	2,34,11	2,245	28,14	15	3,99	1,70	14,172	5,76,81	92	2,91	12,01	8,53,25
2,57,28	4,502	3,16,89	19	5,26	6,731	2,06,86	2,027	23,75	17	3,89	1,17	13,296	5,57,82	76	1,05	10,89	8,28,70
2,83,69	4,559	3,17,13	16	—1,86	7,810	2,42,58	1,941	23,44	19	4,27	1,97	14,345	5,87,52	86	1,71	16,55	8,90,33
3,06,65	5,186	3,47,39	33	6,57	7,543	2,47,39	2,096	29,95	24	5,17	2,69	14,892	6,35,57	97	1,94	12,48	9,57,61
3,19,58	5,493	3,73,17	18	1,55	9,008	3,03,76	2,234	29,43	20	5,06	4,80	16,773	7,16,77	1,08	1,84	12,39	10,51,66
1,77,35	3,591	4,14,21	16	4,05	215	6,51	1,831	16,72	23	3,65	1,63	5,676	4,46,77	1,11	...	5,21	6,30,44
1,91,65	3,831	4,09,09	14	4,25	219	6,65	1,770	18,27	25	3,10	2,88	5,859	4,44,24	1,09	...	7,04	6,44,02
2,05,08	4,036	4,34,36	17	3,61	395	11,72	1,421	20,23	20	2,54	2,82	5,889	4,75,28	1,11	...	7,07	6,88,54
1,98,71	3,515	3,58,37	17	2,09	444	14,14	1,593	20,09	23	2,84	1,76	5,592	3,99,29	1,06	...	6,57	6,05,63
2,01,52	3,920	4,12,28	20	2,41	498	16,31	1,958	19,32	25	2,94	—1,75	6,421	4,51,51	95	...	7,13	6,61,11
2,26,37	4,283	4,61,45	21	2,48	567	18,68	1,826	23,01	23	3,00	—11,66	6,720	4,99,96	1,02	...	6,99	7,34,34
2,46,50	4,545	4,67,80	30	2,96	753	24,00	2,035	23,00	16	3,06	—93	7,379	5,18,89	1,16	...	6,95	7,74,50
2,46,99	5,224	5,39,53	32	3,70	873	26,02	2,262	28,44	22	3,71	9,13	8,413	6,10,53	1,25	...	7,02	8,65,79
74,48	1,959	1,11,36	1	50	356	9,02	502	6,33	4	60	62	2,882	1,28,43	21	...	5,30	2,08,42
79,87	1,952	1,10,28	1	35	362	8,32	573	7,67	3	51	47	2,891	1,27,60	22	...	6,21	2,13,90
87,28	2,016	1,09,77	6	2,02	407	9,10	537	5,41	3	48	55	2,969	1,27,33	22	...	5,77	2,20,60
70,30	†2,918	80,58	†5	32	†206	6,47	†428	4,24	†5	30	—75	†3,592	91,16	20	...	4,55	1,66,21
74,70	†2,634	86,44	†5	15	†192	8,55	†641	5,02	†6	21	31	†3,478	1,00,68	20	...	5,34	1,80,92
77,34	†2,660	88,44	†7	38	†181	9,92	†571	6,16	†8	54	30	†3,427	1,05,74	18	...	6,42	1,89,68
81,16	†2,878	95,98	†6	43	†178	10,01	†544	4,03	†11	1,10	33	†3,617	1,11,88	19	...	4,88	1,98,11
86,95	†3,092	1,07,41	†9	60	†233	11,83	†624	4,36	†15	1,36	58	†3,963	1,26,14	21	...	5,12	2,18,42
10,85	346	20,37	1	16	380	11,74	130	87	...	9	5	857	33,28	19	...	1,93	46,25
11,82	380	22,04	1	12	389	11,75	99	77	1	7	6	870	34,91	23	...	1,98	48,34
12,08	453	26,22	2	35	328	10,61	101	1,00	...	7	10	884	38,35	24	...	2,34	53,01
12,13	394	22,73	3	15	359	11,34	122	1,03	...	4	10	878	35,39	24	...	2,62	50,38
10,44	378	21,86	2	12	388	10,24	125	1,26	1	8	8	844	33,64	19	...	3,77	50,04
12,48	410	24,73	3	13	392	12,32	131	2,20	1	5	10	937	39,52	20	...	3,38	56,58
13,83	326	20,59	3	14	385	12,28	150	1,87	...	5	17	1,064	44,60	26	...	1,93	60,62
15,07	525	30,23	4	20	337	11,49	193	1,59	...	6	13	1,079	43,70	24	...	2,60	61,61

* Includes the Bengal Central railway, which for the first-half of 1905 was worked independently of the Eastern Bengal railway.
† Includes figures for the 3′ 3⅜″ gauge section.

‡ Live stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons

Classification No. of Railway (detailed in "Index" to Appendix 9.)		Railway system.	Year.	Coaching traffic.												Other coaching traffic earnings [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5' 6" gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
8	(a) to (m)	North Western.														
		Commercial Section.	1905*		4,90		6,41		13,74		1,35,29		...		1,60,34	21,11
			1906*		5,28		6,58		14,89		1,44,33		...		1,70,98	20,05
			1907		6,13		7,93		15,66		1,72,39		...		2,02,11	22,54
			1908		6,35		8,10		16,31		1,73,49		...		2,04,25	26,70
			1909		6,29		8,49		18,03		1,77,27		...		2,10,08	25,96
			1910		7,22		9,09		17,61		2,01,17				2,35,13	26,95
			1911		8,47		10,12		19,21		2,22,74		8,514		2,60,61	32,25
			1912		7,89		9,60		16,76		2,18,98				2,53,31	32,93
		Military Section.	1905	Information not separately recorded.	50	Information not separately recorded.	63	Information not separately recorded.	1,01	Information not separately recorded.	15,77	Information not separately recorded.	...	Information not separately recorded.	17,91	2,56
			1906		52		74		1,15		17,83		...		20,30	3,06
			1907		62		78		1,23		19,02		...		21,65	3,14
			1908		80		93		1,65		19,87		...		23,25	2,95
			1909		88		1,01		1,71		20,58		...		24,18	3,06
			1910		1,02		1,01		1,79		21,95		...		25,77	3,17
			1911		1,06		1,03		1,82		23,22		...		27,13	3,55
			1912		95		1,06		1,57		24,41		...		27,99	3,38
		Total North Western (commercial and military sections).	1905	*76,7	*5,40	*256,1	*7,04	*1,408,1	*14,75	*28,276,1	*1,51,06	...	...	*30,017,0	*1,78,25	*23,67
			1906	*81,1	*5,86	*271,9	*7,32	*1,575,2	*16,04	*31,659,5	*1,62,06	...	...	*33,587,7	*1,91,28	*23,11
...	...		1907	96,6	6,75	319,6	8,71	1,907,7	16,89	37,700,1	1,91,41	...	...	40,024,0	2,23,76	25,68
			1908	91,7	7,15	332,2	9,08	2,137,9	17,96	38,183,3	1,93,36	...	...	40,745,1	2,27,50	29,65
			1909	92,5	7,17	361,6	9,50	2,443,1	19,74	39,815,6	1,97,85	...	...	42,712,5	2,34,26	29,02
			1910	85,6	8,24	297,8	10,10	1,979,2	19,40	45,998,4	2,23,12	128,3	4	48,489,3	2,60,90	30,13
			1911	118,8	9,53	326,8	11,15	2,421,4	21,03	50,551,4	2,45,96	141,6	7	53,559,8	2,87,74	35,80
			1912	91,6	8,84	347,5	10,66	1,976,9	18,33	51,383,3	2,43,39	248,4	8	54,047,7	2,81,30	36,31
9	(a) to (c)	Oudh and Rohilkhand.	1905	39,1	2,26	123,5	2,95	922,9	6,85	9,711,8	52,50	...	...	10,797,3	64,56	7,46
			1906	41,0	2,35	132,8	3,17	978,9	7,30	10,716,6	58,21	...	...	11,869,3	71,03	7,56
			1907	40,9	2,33	135,4	3,12	1,031,1	7,92	11,805,0	64,18	12,4	1	13,024,2	70,66	7,31
			1908	41,1	2,34	135,1	3,09	989,5	7,32	11,023,9	56,69	18,5	1	12,208,1	69,45	7,32
			1909	40,4	2,34	138,6	3,19	1,017,8	7,31	11,858,8	62,15	11,5	1	13,067,1	75,00	7,32
			1910	34,3	2,74	113,6	3,68	1,123,8	7,92	13,734,7	69,53	11,4	1	15,017,8	83,88	8,79
			1911	40,0	3,05	129,5	4,05	1,175,1	8,54	15,568,3	76,92	10,8	1	16,923,7	92,57	9,21
			1912	43,5	3,06	139,4	4,07	1,280,0	8,71	18,139,3	86,54	17,0	2	19,619,2	1,02,40	10,37
10	(a)	South Indian.	1908	†	79	†	1,40	...	...	†	18,30	†	5	†	20,54	2,84
			1909	†	88	†	1,53	...	...	†	18,29	†	11	†	20,82	2,83
			1910	†	95	†	1,65	...	...	†	20,06	†	9	†	22,75	3,18
			1911	†	92	†	1,77	...	...	†	20,61	†	17	†	23,47	3,30
			1912	†	1,07	†	2,02	...	...	†	22,46	†	12	†	25,67	3,51
		3'3¾" gauge.														
11	(a)	Assam-Bengal.	1905	6,1	41	16,2	38	18,9	18	2,435,2	12,97	...	...	2,476,4	13,94	1,50
			1906	7,0	51	17,3	42	14,2	15	2,698,6	14,17	...	...	2,732,1	15,25	1,71
			1907	7,5	57	20,4	50	18,6	20	3,027,7	16,00	...	...	3,074,2	17,27	1,92
			1908	8,6	65	21,3	53	18,7	21	3,190,2	17,19	...	...	3,238,8	18,58	2,03
			1909	9,3	67	21,4	54	22,4	25	3,326,6	17,86	2,9	1	3,382,6	19,33	2,25
			1910	10,6	72	24,2	57	39,1	40	3,590,4	19,11	5,8	1	3,669,6	20,81	2,37
			1911	11,8	83	25,6	64	55,1	55	4,094,3	21,50	11,3	4	4,198,1	23,56	2,64
			1912	13,5	87	26,6	64	85,0	77	4,546,8	23,81	14,1	5	4,686,0	26,14	3,19
12	(a) & (b)	Bengal and North-Western.	1905	19,7	61	45,1	74	214,9	1,57	13,534,2	53,58	191,7	4	14,005,6	55,54	2,34
			1906	18,3	59	46,6	80	239,7	1,73	14,570,5	57,20	223,7	4	15,099,8	60,36	3,72
			1907	19,1	62	55,6	93	269,1	1,84	16,352,6	65,43	165,1	3	16,855,5	68,85	4,03
			1908	20,1	63	58,0	96	269,0	1,64	17,804,0	69,25	125,6	2	18,270,7	72,70	4,49
			1909	18,6	59	55,1	92	251,3	1,73	17,608,4	66,47	140,1	3	18,073,5	69,74	4,25
			1910	17,3	59	58,6	1,00	277,0	1,89	20,105,3	74,39	136,3	3	20,594,5	77,80	4,57
			1911	17,6	56	56,5	94	293,3	1,90	22,018,9	81,13	128,7	3	22,515,0	84,56	5,39
			1912	17,4	58	59,4	1,04	312,9	1,98	23,097,3	87,48	132,1	3	23,619,1	91,11	5,56

*Includes the Kalka-Simla railway, the working of which was made over to the North Western railway from the 1st January 1907.
† Included with the South Indian railway, 3' 3¾" gauge section.

DIX 4—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.												Electric telegraph earnings. [In thousands]	Steamboat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and Coke for the Public and Foreign Railways.		Revenue Stores, including Coal and Materials for Construction.		Live-stock.		Other Goods Traffic.	Total Goods Traffic.				
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‖	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1,81,45		*		*		*		36,93		*	*		4,06,01	108	1	7,30	5,95,55
1,91,93		3,83,70		4,64		3,88		36,05		1,01	4,46		4,33,73	97	...	9,84	6,35,57
2,24,65		4,41,91		4,72		5,49		41,96		1,01	7,08		5,02,17	116	...	8,96	7,36,94
2,30,95		2,75,45		2,15		7,43		51,07		1,06	5,75		3,42,91	85	...	9,18	5,83,89
2,06,04		3,71,82		2,09		7,05		51,04		1,63	10,70		4,44,83	77	...	9,58	6,90,73
2,02,08		4,22,56		2,47		7,63		41,11		2,56	12,46		4,91,79	86	...	15,63	7,70,36
2,92,86		4,54,68		3,54		9,49		46,02		3,15	16,35		5,27,23	95	...	11,92	8,32,96
2,86,24		5,54,53		5,11		9,23		44,28		2,96	13,54		6,57,94	1,00	...	12,21	9,57,39
20,47		*		*		*		2,38		*	*		25,11	17	...	63	46,32
23,36		21,72		1,21		32		2,50		24	20		26,20	19	...	55	50,30
24,79		21,04		1,11		31		2,42		22	26		25,36	18	...	63	50,96
26,20		21,84		32		44		3,26		19	30		26,35	17	...	45	53,17
27,24		19,84		14		24		2,37		22	39		23,80	14	...	49	51,67
28,24		20,09		21		43		2,39		41	35		23,88	15	...	55	53,58
30,68		19,49		92		68		3,32		41	31		25,13	15	...	49	56,42
31,37		20,40		1,23		67		3,24		67	36		26,57	14	...	48	58,56
†2,01,92	†3,81	†3,69,45	†27	†6,65	†149	†4,01	†3,072	†39,31	†8	†1,56	†10,14	†7,237	†4,31,12	†1,25	†1	†7,93	†6,42,27
†2,14,39	†4,420	†4,05,42	†22	†5,85	†154	†4,20	†3,448	†38,55	†7	†1,25	†4,66	†8,051	†4,59,93	†1,16	...	†10,39	†6,85,87
2,49,44	5,007	4,62,95	21	5,83	255	5,80	3,220	44,38	3	1,23	7,34	8,511	5,27,53	1,34	...	9,59	7,87,90
2,57,15	3,639	2,97,29	28	2,47	323	7,87	4,573	54,33	8	1,25	6,05	8,571	3,69,26	1,02	...	9,63	6,07,00
2,63,28	4,333	3,91,66	20	2,23	327	7,39	3,965	53,91	14	1,85	11,09	8,659	4,68,13	91	...	10,07	7,42,30
2,91,02	4,835	4,42,65	30	2,68	386	8,06	5,188	46,50	21	2,97	12,81	10,460	5,15,67	1,01	...	16,18	8,23,86
3,23,54	5,091	4,74,17	40	4,44	457	10,17	5,195	49,84	24	3,56	10,66	10,607	5,52,36	1,10	...	12,41	8,89,41
3,17,61	6,190	6,05,23	59	4,34	483	9,89	4,552	47,52	25	3,63	13,90	11,309	6,24,51	1,14	...	12,69	10,15,97
72,02	1,414	60,23	3	21	81	2,39	840	9,26	2	56	43	2,340	73,08	42	...	11,48	1,57,00
78,59	1,399	64,84	3	31	85	2,69	768	8,78	1	33	32	2,256	77,27	38	...	11,78	1,68,03
83,67	1,749	77,66	2	28	77	2,20	657	8,00	1	29	60	2,486	89,03	43	...	12,47	1,85,80
76,77	1,520	63,41	2	12	70	1,90	832	10,31	1	18	62	2,425	76,54	41	...	11,66	1,65,38
82,32	1,433	59,12	7	38	77	2,13	720	9,63	1	33	59	2,238	72,18	35	...	10,71	1,65,56
92,67	1,536	68,19	4	15	115	3,04	675	8,92	2	37	19	2,332	80,86	39	...	13,16	1,87,08
1,01,78	1,674	74,61	8	22	157	3,84	1,076	9,12	3	62	63	2,918	89,04	47	...	16,91	2,08,20
1,12,77	2,134	93,60	4	19	195	4,92	1,702	10,64	5	76	55	4,040	1,10,66	51	..	25,66	2,49,60
23,38	‡	28,50	‡	19	‡	1	‡	1,10	‡	9	10	‡	29,29	5	...	3,33	57,26
23,65	‡	30,27	‡	30	‡	6	‡	1,00	‡	16	21	‡	32,00	5	...	6,60	62,30
25,93	‡	30,33	‡	24	‡	6	‡	1,00	‡	19	22	‡	32,04	6	...	5,36	63,35
26,77	‡	35,46	‡	21	‡	4	‡	72	‡	22	23	‡	36,83	7	...	5,34	69,64
29,18	‡	36,66	‡	19	‡	6	‡	88	‡	29	25	‡	38,33	7	...	6,58	74,10
15,44	286	14,50	...	...	19	52	127	1,98	...	2	14	432	17,16	21	21	1,81	34,88
16,96	453	19,22	...	1	23	64	128	2,30	...	4	20	604	22,41	26	23	2,34	42,30
19,19	498	22,89	...	2	33	1,00	127	2,49	...	5	23	658	26,68	26	12	2,65	48,90
20,61	388	18,29	...	1	48	1,79	171	3,43	...	4	19	607	23,75	23	16	2,22	46,97
21,58	404	19,83	...	1	43	1,62	209	3,16	...	4	25	661	24,91	20	17	2,29	49,15
23,48	339	20,36	...	1	57	1,96	165	2,73	...	5	30	621	25,40	19	5	2,88	51,70
26,20	415	21,08	...	...	65	2,26	184	2,65	...	6	19	664	26,17	20	...	3,19	55,76
29,33	499	25,57	1	9	74	2,59	145	2,51	1	25	35	720	31,36	22	...	3,59	64,50
§55,89	1,309	56,41	1	13	91	1,26	413	5,24	1	11	49	1,815	§57,03	40	§16	2,13	1,23,61
§61,26	1,561	70,65	...	...	119	1,62	404	4,99	5	68	33	2,089	§70,22	43	9,26	2,66	1,43,83
§69,75	1,699	83,35	...	1	110	1,39	449	5,53	11	1,28	33	2,269	§82,26	47	10,07	2,44	1,64,99
§73,97	1,600	72,58	...	...	112	1,50	381	5,04	12	1,37	31	2,105	§73,89	46	10,39	2,78	1,61,49
§70,70	1,561	69,88	...	...	105	1,20	431	5,50	6	70	34	2,103	§72,10	39	10,42	2,59	1,56,20
§78,83	1,646	71,48	...	3	113	1,31	534	6,75	8	99	20	2,301	§74,44	44	10,77	3,24	1,67,72
§86,03	1,882	84,31	1	3	128	1,56	536	7,09	10	1,19	28	2,557	§86,35	49	12,07	3,51	1,88,45
§92,35	2,066	97,87	1	3	160	2,32	520	6,98	16	1,75	37	2,763	§99,23	52	12,06	6,64	2,10,80

* Included with the total earnings from goods traffic.
† Includes the Kalka-Simla railway, the working of which was made over to the North Western railway from the 1st January 1907.
‡ Included with the South Indian railway, 3' 3⅜" gauge section.
§ Excluding the Cawnpore-Burhwal (3' 3⅜" gauge link) earnings which, as to details, are included with the Bengal and North Western railway and as to totals with the Oudh and Rohilkhand railway.
‖ Live stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·0·25 ton.
An elephant ... ... = 2·50 tons.

APPEN

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Coaching Traffic.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3' 3⅜" gauge —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
			1905	3	2	2,0	5	5,4	4	473,3	1,75	...	...	486,0	1,86	22
			1906	4	2	2,2	5	6,3	4	444,4	1,77	...	...	453,3	1,88	21
			1907	6	2	2,6	5	7,3	4	595,3	1,96	...	...	605,7	2,07	23
			1908	8	4	3,1*	5	14,0	7	645,1	2,42	...	...	663,0	2,58	28
13	(a) & (b)	Bengal Doors.	1909	9	3	2,7	5	14,1	7	665,0	2,42	...	...	682,7	2,57	29
			1910	1,2	5	3,2	5	17,4	9	672,9	2,39	...	...	694,7	2,58	31
			1911	1,0	5	4,0	7	20,0	10	735,0	2,61	...	...	760,0	2,83	36
			1912	2,0	7	4,1	6	24,5	12	816,5	2,99	...	...	877,1	3,24	40
			1905	7,7	25	55,2	75	70,0	56	1,961,9	10,53	10,3	2	2,105,1	12,11	1,24
			1906	7,5	22	56,1	72	77,2	59	2,098,4	11,23	10,6	2	2,249,8	12,78	1,05
			1907	8,4	25	61,8	80	89,2	67	2,448,3	12,46	4,1	1	2,611,7	14,19	1,27
			1908	7,9	26	51,2	79	85,3	67	2,608,9	14,15	2,3	...	2,754,7	15,87	1,18
...	...	Bhavnagar-Gondal-Junagad-Porbandar.	1909	6,9	25	46,0	74	78,5	56	2,555,7	13,99	5,8	1	2,692,9	15,55	1,29
			1910	7,1	24	48,9	77	97,5	69	2,958,5	15,85	52,6	7	3,164,6	17,02	1,33
			1911	2,7	8	19,0	30	28,8	23	1,342,6	7,08	4,4	1	1,397,5	7,70	54
14	(a) & (b)	Bhavnagar.	1912	2,6	8	22,2	32	...	...	1,358,5	7,25	5,4	1	1,388,7	7,66	62
			1905	44,2	2,02	191,4	2,63	...	...	16,410,4	61,07	223,4	22	16,874,4	65,94	3,63
			1906	46,1	2,23	200,2	2,73	...	...	17,076,0	62,56	387,3	24	17,609,6	67,76	3,64
			1907	48,2	2,62	160,8	2,84	...	...	17,051,5	64,32	310,0	23	17,570,5	70,01	3,96
			1908	55,2	2,83	179,1	3,27	...	...	19,498,0	77,56	283,8	21	19,996,1	83,87	4,81
15	(a) to (c)	Burma ...	1909	56,1	2,89	171,1	3,12	...	...	19,936,2	75,17	288,8	24	20,502,2	81,42	4,83
			1910	55,4	3,00	166,8	3,11	...	...	20,930,6	74,94	397,8	27	21,550,6	81,32	4,74
			1911	55,8	3,07	172,0	3,23	...	...	22,597,7	83,66	471,8	29	23,297,3	87,25	5,14
			1912	60,4	3,07	189,5	3,47	...	...	24,903,7	88,10	490,2	32	25,708,8	94,96	5,98
			1905	1,7	1	...	...	6,4	2	265,4	36	...	...	273,5	39	2
			1906	...	...	...	...	...	...	328,9	47	...	...	328,9	47	...
			1907	2,0	1	...	...	...	...	313,8	44	...	...	315,8	45	1
			1908	2,4	1	...	...	...	...	316,4	41	...	...	318,8	42	2
...	...	Deoghur.	1909	2,2	1	...	...	...	...	308,4	41	...	...	310,6	42	1
			1910	*	*	*	*	*	*	*	*	*	*	*	*	*
			1911				Amalgamated with the East Indian railway system.									
			1905	3,8	9	3,4	4	...	...	345,5	1,28	...	...	352,7	1,41	24
			1906	5,4	9	4,5	5	...	...	385,7	1,41	...	...	395,6	1,55	24
			1907	5,6	10	4,8	5	...	...	405,2	1,36	...	...	415,8	1,51	25
			1908	6,7	10	6,0	5	...	...	483,4	1,58	...	...	496,1	1,73	26
16	(a) & (b)	Dibrugarh-Sadiya.	1909	7,1	10	6,2	5	...	...	498,9	1,57	...	...	512,2	1,72	26
			1910	8,1	11	7,1	6	...	...	524,6	1,63	...	...	539,8	1,80	31
			1911	8,6	13	6,7	6	...	...	590,2	1,87	...	...	605,5	2,06	36
			1912	8,7	14	6,8	7	...	...	675,6	2,17	...	...	691,1	2,38	47
			1905	†	76	†	1,15	†	2,54	†	27,54	†	6	†	32,05	3,86
			1906	†	89	†	1,18	†	2,70	†	32,77	†	8	†	37,60	4,40
			1907	†	1,09	†	1,53	†	4,19	†	33,55	†	10	†	40,46	5,32
3	(b) to (d).	Eastern Bengal.	1908	†	1,08	†	1,66	†	5,49	†	35,69	†	10	†	44,02	4,47
			1909	†	1,26	†	1,69	†	4,76	†	35,26	†	10	†	43,09	4,22
			1910	†	91	†	1,52	†	4,39	†	37,51	†	10	†	44,46	10,00
			1911	†	81	†	1,45	†	5,04	†	46,25	†	11	†	53,66	6,55
			1912	†	82	†	1,46	†	5,25	†	50,55	†	12	†	58,20	6,53
17	(a) & (b)	Gondal-Porbandar.	1911	3,3	8	24,5	28	35,1	22	1,327,2	5,94	2,9	...	1,393,0	6,52	38
			1912	3,6	10	32,6	37	...	...	1,267,6	6,16	1,8	...	1,305,6	6,63*	50

* Information not furnished.
† Included with the Eastern Bengal railway, 5' 6" gauge section.

DIX 4—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.												Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and Coke for the Public and Foreign Railways.		Revenue Stores, including Coal and Materials for Construction.		Live-stock.		Other Goods Traffic.	Total Goods Traffic.				
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands.]	Tons [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs	Rs.
2,08	67	4,88	...	...		33	119	1,09	...	...	7	194	6,42	1	...	31	8,82
2,09	79	5,93	...	...	8	58	108	1,03	...	...	3	201	7,57	3	13	11	9,93
2,30	87	6,39	...	...	14	58	42	61	...	...	3	144	7,61	3	16	15	10,25
2,86	87	6,61	...	...	15	64	9	6	...	...	7	114	7,38	2	17	14	10,57
				...	18												
2,86	88	6,40	...	...		75	6	4	...	...	10	108	7,29	1	18	21	10,55
2,89	87	6,96	...	...	19	92	14	11	...	...	6	123	8,05	2	17	32	11,45
3,19	93	7,14	...	...	22	1,05	23	17	...	...	5	140	8,41	2	16	24	12,03
3,64	103	8,46	...	...	24	1,50	19	16	...	...	5	161	10,17	3	18	32	14,34
					34												
13,35	264	8,11	...	...		7	14	11	...	1	3	284	8,33	20	...	52	22,40
13,33	283	8,71	...	...	6	11	22	16	...	1	1	316	9,00	21	...	52	23,56
15,46	343	10,78	...	...	11	11	18	15	1	2	2	373	11,08	24	...	79	27,57
17,05	299	10,47	...	...	10	7	37	29	1	5	3	344	10,91	21	...	66	28,83
					7												
16,84	318	10,40	...	...		11	28	17	1	4	3	358	10,75	20	...	52	28,31
18,95	337	11,69	...	...	11	15	26	14	1	5	6	374	12,00	21	...	83	32,08
					10												
8,24	189	6,26	...	...		7	21	11	2	10	—7	218	6,53	8	...	67	15,52
8,28	207	6,21	...	...	6	16	34	16	3	16	4	258	6,73	7	...	32	15,40
					14												
69,57	1,486	76,46	2	28	1	1	934	6,15	7	2,17	30	2,480	85,37	26	53	2,03	1,57,76
71,40	1,412	72,55	2	30	1	1	1,157	7,26	7	2,00	35	2,589	82,47	23	59	2,63	1,57,32
73,97	1,547	83,19	1	12	1	3	1,112	6,57	9	2,20	23	2,670	91,34	24	55	1,75	1,67,85
88,68	1,624	85,08	3	13	1	7	1,458	7,74	8	2,21	20	3,094	95,43	23	60	3,15	1,88,09
86,25	1,682	90,09	3	16	4	26	1,236	7,29	7	1,83	30	2,982	99,93	20	60	7,71	1,94,69
86,05	1,838	96,07	3	16	10	60	1,037	7,20	8	2,27	24	2,956	1,06,54	20	70	4,76	1,98,26
92,39	1,882	98,57	4	12	12	78	1,034	7,17	9	2,94	24	2,941	1,09,37	23	81	3,41	2,06,71
1,00,94	1,900	1,02,07	5	19	10	1,15	893	6,73	10	3,00	39	2,887	1,13,53	25	81	3,52	2,19,05
41	12	3	...	...	2	1	...	...	...	...	...	14	4	...	...	...	45
47	15	5	...	...			...	...	...	...	...	15	5	...	...	1	53
46	21	9	...	...	...	...	...	...	...	...	...	21	9	...	...	1	56
44	16	5	...	...	...	...	...	...	...	...	...	20	6	...	...	1	51
					4	1											
43	15	6	...	...		1	...	...	...	...	...	19	7	...	...	...	50
*	*	*	...	...	*	*	..	...	...	...	...	*	*	...	...	*	*
1,65	81	3,03	...	...	531	4,89	10	3	...	1	1	642	8,00	7	...	42	10,14
1,79	95	3,46	...	...	562	4,82	10	3	...	1	1	667	8,33	8	...	54	10,74
1,76	103	3,58	...	...	572	5,00	9	3	...	...	...	684	8,61	7	...	55	10,99
1,99	97	3,48	...	...	531	4,80	8	2	...	...	1	636	8,31	8	...	56	10,94
1,98	107	3,65	...	...	597	5,70	10	3	...	...	1	714	9,39	7	...	43	11,90
2,11	113	3,70	...	...	577	5,63	13	5	...	...	2	703	9,49	6	...	43	12,00
2,42	122	4,60	...	...	570	5,59	66	23	...	1	1	758	9,90	6	...	34	12,72
2,85	143	4,58	...	...	578	6,19	17	6	...	1	2	738	10,86	6	...	27	14,04
35,91	†	40,34	†	...	†	1,32	†	3,12	†	...	22	†	45,00	19	7,17	1,10	89,37
42,00	†	52,48	†	...	†	1,64	†	2,81	†	19	62	†	57,74	21	8,84	81	1,09,60
45,78	†	43,30	†	...	†	83	†	5,42	†	62	29	†	50,46	23	9,16	95	1,05,38
48,49	†	53,12	†	...	†	1,00	†	3,57	†	72	29	†	58,70	22	9,97	90	1,18,28
47,31	†	55,84	†	3	†	1,24	†	2,84	†	52	26	†	60,73	25	10,60	1,38	1,20,27
54,46	†	51,09	†	4	†	1,42	†	4,77	†	44	18	†	57,85	28	11,09	60	1,24,28
60,21	†	56,31	†	...	†	1,82	†	7,67	†	62	99	†	67,41	30	12,16	47	1,40,55
64,73	†	61,88	†	...	†	1,99	†	6,48	†	91	41	†	71,67	34	13,46	63	1,50,83
6,90	195	4,44	...	...	7	8	16	14	2	6	1	220	4,73	10	...	47	12,20
7,13	218	4,55	...	...	5	9	9	9	3	9	2	235	4,84	10	...	38	12,45

* Information not furnished.

† Included with the Eastern Bengal railway, 5′ 6″ gauge section.

‡ Live stock has been converted into tons at :—

A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. = 0·025 ton.
An elephant = 2·50 tons.

APPEN

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Coaching traffic.													Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.													
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds].	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		17
		3' 3⅜" Gauge —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
7	(c) & (d)	Hingoli Branch and Hydera-bad-Godawari Valley.	1905	4,0	21	37,5	81	...	...	1,538,9	7,66	10,7	5	1,591,1	8,73		88
			1906	3,7	21	39,5	88	...	...	1,750,5	8,22	9,4	7	1,803,1	9,38		94
			1907	4,5	26	43,7	99	...	...	2,039,8	9,64	8,0	4	2,095,5	10,93		1,05
			1908	4,3	24	41,7	95	...	...	2,165,9	9,84	11,0	5	2,222,9	11,08		97
			1909	4,5	29	42,1	95	...	...	2,275,4	9,88	19,7	5	2,341,7	11,11		1,02
			1910	4,5	28	35,0	96	...	...	2,159,7	10,26	27,5	6	2,220,7	12,26		1,14
			1911	5,4	35	37,4	1,05	...	...	1,981,4	10,30	40,2	7	2,064,4	11,77		1,47
			1912	6,0	49	38,9	98	...	...	2,309,6	12,42	40,5	3	2,395,0	13,92		2,24
18	(a)	Jamnagar	1911	9	3	5,5	8	12,9	10	274,3	1,41	1,0	...	294,6	1,62		16
			1912	5	2	6,8	9	...	...	273,7	1,48	1,2	...	282,2	1,59		15
19	(a) to (e)	Jodhpur-Bikaner.	1905	3,8	27	17,9	56	50,5	59	1,898,2	11,12	...	...	1,970,4	12,54		1,50
			1906	4,5	36	17,4	52	58,0	62	2,027,5	11,56	...	...	2,107,4	13,06		1,60
			1907	3,7	29	19,3	59	69,3	74	2,365,8	13,28	...	...	2,458,1	14,90		1,68
			1908	3,9	30	18,7	57	66,8	71	2,611,9	14,32	...	...	2,703,4	15,90		1,66
			1909	4,9	40	19,6	57	69,4	72	2,719,7	14,17	...	...	2,812,6	15,86		1,75
			1910	3,7	28	22,3	66	86,9	90	3,530,6	18,28	...	...	3,643,5	20,12		2,17
			1911	4,2	38	26,0	77	98,7	1,18	4,261,7	22,37	4	...	4,391,0	24,70		2,56
			1912	5,2	36	25,0	78	100,2	1,15	4,346,0	21,83	...	...	4,476,4	24,12		2,72
20	(a)	Junagad	1911	1,2	3	12,3	10	18,0	8	595,4	2,14	6,5	1	633,4	2,36		16
			1912	1,8	3	20,8	16	...	...	732,6	2,56	1,9	1	756,6	2,76		21
...	...	Southern Mahratta	1905	18,7	1,47	79,9	2,06	...	...	8,280,6	34,41	19,0	2	8,403,6	37,96		5,58
			1906	20,2	1,55	87,4	2,26	...	...	8,858,4	36,00	25,3	3	8,991,3	39,85		5,71
			1907	21,9	1,73	96,7	2,36	...	...	9,877,9	38,95	26,4	3	10,022,9	43,07		5,55
6	(c) to (i)	Madras and Southern Mahratta.	1908	*	1,67	*	2,53	...	...	*	49,35	*	2	*	53,57		6,73
			1909	*	1,66	*	2,52	...	...	*	50,71	*	3	*	54,92		6,40
			1910	*	1,62	*	2,93	...	...	*	53,91	*	6	*	58,57		6,74
			1911	*	1,67	*	2,84	*	1	*	53,33	*	6	*	57,91		7,35
			1912	*	1,07	*	3,20	*	1	*	58,70	*	6	*	63,64		7,79
21	(a)	Morvi ...	1905	1,6	6	10,0	17	218,5	1,52	56,1	37	...	...	286,2	2,12		23
			1906	1,7	6	10,4	18	283,1	1,94	...	...	...	...	295,2	2,18		24
			1907	2,5	9	12,0	22	263,8	1,95	62,0	39	3	...	340,6	2,65		29
			1908	2,3	9	12,1	22	129,7	1,10	255,6	1,67	4	...	400,1	3,08		30
			1909	1,9	8	10,8	19	116,8	97	269,9	1,70	...	...	399,4	2,94		27
			1910	2,1	10	9,8	23	139,0	1,17	311,3	1,94	...	...	462,2	3,44		35
			1911	2,3	13	9,2	24	114,6	95	364,6	2,46	...	...	490,7	3,78		36
			1912	2,5	10	12,7	23	...	...	498,6	3,75	...	...	513,8	4,08		36
10	(c)	Nilgiri...	1905	3,3	33	5,1	26	...	...	76,2	51	2,2	...	86,8	1,10		43
			1906	3,5	35	6,2	31	...	...	80,3	50	1,0	...	91,5	1,16		50
			1907	3,5	35	5,7	28	...	...	83,3	53	3	...	92,8	1,16		48
			1908	†	36	†	24	...	...	†	68	†	...	†	1,28		49
			1909	†	34	†	26	...	...	†	82	†	2	†	1,44		58
			1910	†	45	†	15	...	...	†	94	†	2	†	1,56		80
			1911	†	...	†	52	...	...	†	98	†	3	†	1,53		98
			1912	†	56	...	...	...	...	†	1,07	†	3	†	1,66		1,13

* Included with the Madras and Southern Mahratta railway, 5' 6" gauge section.
† Included with the South Indian railway, 3' 3⅜" gauge section.

DIX 4—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
9,61	232	18,63	...	4	6	31	135	73	...	3	5	373	19,19	11	...	72	29,63
10,32	225	17,96	...	2	9	40	108	71	...	3	6	342	19,18	12	...	71	30,33
11,98	219	18,06	...	2	15	64	78	88	...	5	8	312	19,73	13	...	71	32,55
12,05	238	18,22	...	...	9	37	115	79	...	9	5	362	19,52	14	...	71	32,42
12,13	235	18,12	...	1	12	47	161	88	1	10	7	409	19,60	12	...	70	32,55
13,40	247	20,31	1	4	13	54	157	1,21	...	4	9	413	22,23	12	...	81	36,56
13,24	241	18,80	1	5	6	21	133	1,28	...	4	10	386	20,58	14	...	1,01	34,97
16,16	297	24,60	1	4	14	52	311	1,54	...	7	10	623	26,87	16	...	1,07	44,26
1,78	26	61	...	...	...	...	...	1	...	...	...	26	62	2	...	4	2,46
1,74	32	58	...	...	...	1	...	...	...	...	...	32	59	2	...	3	2,38
14,04	391	18,74	1	10	27	82	52	52	...	3	8	471	20,29	41	...	50	35,24
14,66	493	23,38	1	8	23	66	70	90	...	1	9	587	25,12	38	...	60	40,76
16,58	454	19,51	1	10	19	43	56	57	...	3	6	530	20,70	37	...	63	38,28
17,56	223	13,78	...	6	14	24	176	1,91	...	3	5	518	16,07	33	...	66	34,62
17,61	420	16,89	1	6	11	13	197	1,48	...	5	4	629	18,65	13	...	1,16	37,55
22,29	521	22,04	...	4	15	15	151	1,87	...	6	6	687	24,22	14	...	86	47,51
27,26	831	31,59	...	3	18	21	127	1,64	1	11	7	977	33,65	13	...	1,11	62,15
26,84	1,051	40,62	1	2	20	28	107	1,68	1	11	6	1,180	42,72	13	...	73	70,42
2,52	69	1,70	...	...	1	1	17	11	...	1	—1	87	1,82	3	...	9	4,46
2,97	85	2,04	...	...	1	1	17	11	...	1	...	103	2,17	3	...	16	5,33
43,54	1,119	63,78	1	18	8	36	213	3,98	1	16	30	1,342	68,76	32	1,76	1,65	1,76,03
45,36	1,171	69,39	2	30	9	48	231	4,68	2	23	34	1,415	75,42	35	1,85	1,49	1,24,67
48,62	1,311	78,97	3	27	16	81	224	4,88	2	23	37	1,556	84,63	40	3,63	1,76	1,39,04
60,30	*	90,80	*	26	*	1,63	*	5,15	*	21	38	*	98,43	38	3,66	2,16	1,64,93
61,32	*	86,64	*	31	*	1,60	*	6,17	*	37	33	*	95,42	31	3,24	1,68	1,61,97
65,31	*	92,40	*	30	*	57	*	4,93	*	39	32	*	98,91	31	3,98	2,35	1,70,86
65,26	*	1,01,23	*	27	*	92	*	4,64	*	43	38	*	1,07,87	34	3,74	2,72	1,79,93
71,43	*	1,03,98	*	22	*	97	*	4,74	*	48	43	*	1,10,77	31	3,17	2,26	1,87,94
2,35	22	62	...	...	...	...	27	21	...	...	1	49	84	6	...	—1	3,24
2,42	26	52	...	...	...	...	8	8	...	...	...	34	60	3	...	3	3,08
2,94	47	1,06	...	...	1	1	6	5	...	1	...	54	1,13	4	...	1	4,12
3,38	62	1,54	...	...	1	2	12	8	...	1	...	75	1,65	4	...	1	5,08
3,21	62	1,42	...	...	1	2	1	1	...	1	...	64	1,46	3	...	2	4,72
3,79	51	1,38	...	...	1	1	6	4	...	1	...	58	1,44	4	...	2	5,29
4,14	68	2,07	...	...	1	1	7	5	...	2	1	76	2,16	4	...	2	6,36
4,44	87	2,54	...	...	2	3	8	6	...	2	1	97	2,66	4	...	11	7,25
1,53	22	1,45	...	2	2	9	...	4	...	...	1	25	1,61	...	...	1	3,15
1,66	19	1,40	...	2	...	...	2	9	...	...	1	21	1,52	...	...	2	3,20
1,64	21	1,22	3	34	...	2	2	11	...	...	1	26	1,70	...	...	...	3,34
1,77	†	1,14	†	15	...	...	†	25	...	...	1	†	1,55	...	...	4	3,36
2,02	†	1,49	†	24	†	5	†	25	...	...	1	†	2,04	...	...	3	4,09
2,36	†	1,78	†	20	†	5	†	15	...	...	1	†	2,19	...	...	2	4,57
2,31	†	2,06	†	15	†	2	†	18	...	...	1	†	2,42	1	...	1	4,95
2,73	†	2,05	†	17	†	2	†	14	...	...	1	†	2,39	1	...	3	5,22

* Included with the Madras and Southern Mahratta railway, 5′ 6″ gauge section.
† Included with the South Indian railway, 3′ 3¾″ gauge section.
‡ Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·075 ton.
An elephant ... ... = 2·50 tons.

Details of gross earnings

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Coaching traffic.												Other coaching traffic earnings. [In thousands.]
				Passenger traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3′ 3⅜″ gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	1905	29,0	1,69	103,9	2,69	261,6	2,25	14,813,3	74,79	15,2	4	15,223,0	82,06	9,27
			1906	28,0	1,73	106,7	2,71	232,3	2,67	16,501,1	81,05	23,4	6	16,891,5	88,22	9,30
			1907	33,1	1,76	130,7	2,64	349,3	3,88	18,996,2	87,54	25,4	6	19,534,7	95,88	9,76
			1908	29,8	1,74	124,2	2,73	275,3	3,32	19,374,2	85,29	38,0	6	19,741,5	93,14	10,49
			1909	29,9	1,65	120,3	2,61	231,1	2,91	19,132,5	84,09	42,7	6	19,556,5	91,32	9,75
			1910	27,8	2,17	102,3	3,11	229,1	2,75	22,314,9	98,87	53,4	8	22,727,5	1,06,93	10,07
			1911	33,6	2,89	111,2	3,74	303,7	3,85	23,522,7	1,04,99	51,5	7	24,022,7	1,15,54	13,01
			1912	29,7	2,27	112,6	3,43	356,9	4,11	24,491,8	1,05,48	42,4	7	25,038,4	1,15,41	11,47
22	(*a*) & (*b*)	Rohilkund and Kumaon.	1905	6,1	45	24,8	87	13,6	11	1,727,1	6,20	...	...	1,77[*],6	7,63	97
			1906	6,2	44	26,6	86	22,6	10	2,751,4	8,46	...	...	2,806,8	9,96	1,11
			1907	6,8	48	26,4	87	27,5	26	3,133,8	9,47	4	...	3,194,9	11,08	1,16
			1908	7,4	52	27,9	86	26,8	25	2,983,6	8,90	3	...	3,046,0	10,53	1,18
			1909	6,9	54	24,3	91	29,0	27	3,322,8	10,54	7,2	1	3,389,7	12,27	1,20
			1910	6,1	49	24,4	98	31,7	30	3,852,2	11,61	6,6	1	3,921,0	13,30	1,35
			1911	5,8	47	23,9	92	33,6	31	4,007,5	12,26	5,4	1	4,076,3	13,97	1,33
			1912	6,3	52	24,9	1,01	34,8	33	4,843,2	14,66	4,5	1	4,913,7	16,53	1,60
10	(*f*)	Shoranur-Cochin.	1905	2,2	5	15,3	13	...	...	619,8	2,05	7,4	1	644,7	2,24	12
			1906	2,4	5	15,4	13	...	...	624,8	2,09	8,3	1	650,9	2,19	11
			1907	2,5	6	16,3	13	...	...	666,3	2,13	10,0	1	695,1	2,33	13
			1908	*	6	*	16	...	...	*	2,43	*	1	*	2,66	17
			1909	*	7	*	18	...	...	*	2,65	*	1	*	2,91	16
			1910	*	9	*	21	...	...	*	2,88	*	1	*	3,19	20
			1911	*	10	*	20	...	...	*	3,06	*	1	*	3,37	19
			1912	*	11	*	23	...	...		3,22	*	1	*	3,57	20
10	(*b*),(*d*), (*e*) & (*g*) to (*i*)	South Indian.	1905	24,5	1,28	150,1	2,46	...	...	18,793,6	69,04	415,0	18	19,383,2	72,96	4,27
			1906	25,0	1,38	159,0	2,67	...	...	19,727,6	70,67	439,0	20	20,350,6	74,92	4,49
			1907	26,4	1,50	178,6	2,93	...	...	22,938,9	77,99	512,1	23	23,656,0	82,70	5,07
			1908	†49,4	1,51	†294,0	3,20	...	...	3[*],277,3†	78,18	†669,3	30	31,290,6†	83,19	5,27
			1909	†47,2	1,30	†320,8	3,72	...	...	30,528,5†	85,62	†1,003,6	37	31,900,1†	91,01	5,81
			1910	†52,8	1,78	†331,4	5,96	...	...	32,479,9†	86,02	†1,195,4	49	34,059,3†	92,25	5,94
			1911	†46,6	1,85	†392,4	4,15	...	...	36,122,1†	92,55	†1,426,7	53	37,987,8†	99,08	6,64
			1912	†80 5	1,94	†409,4	4,62	...	...	40,888,3†	1,02,15	†1,606,1	61	42,984,3†	1,09,32	7,94
23	(*a*)	Udaipur-Chitorgarh.	1905	7	4	2,2	6	...	...	253,5	1,12	5	...	256,9	1,22	10
			1906	1,0	4	2,0	6	1,3	1	271,1	1,21	5	...	275,9	1,32	14
			1907	1,5	6	2,4	6	3,0	3	280,8	1,23	5	...	288,2	1,38	10
			1908	2,0	9	2,6	7	2,5	3	276,1	1,23	5	...	283,7	1,42	13
			1909	1,0	7	2,1	6	2,2	2	266,9	1,24	5	...	272,7	1,39	10
			1910	1,0	6	1,7	5	1,9	2	295,7	1,27	5	...	305,8	1,40	11
			1911	1,0	8	2,2	6	1,6	2	343,8	1,55	5	...	349,1	1,71	13
			1912	1,0	8	2,3	7	1,9	2	359,8	1,37	5	...	365,5	1,54	16
		2′ 6″ gauge														
25	(*a*)	Arrah-Sasaram Light.	1911	4	1	...	...	3,7	3	226,5	1,00	...	...	230,6	1,04	8
			1912	6	2	...	...	4,9	5	285,4	1,28	...	...	290,9	1,35	6
27	(*a*)	Barasat-Basirhat Light.	1905	...	...	...	...	...	...	298,5	1,04	...	...	298,5	1,04	4
			1906	...	...	...	...	...	...	412,5	1,39	...	...	412,5	1,39	5
			1907	...	...	...	...	...	...	501,5	1,62	...	...	501,5	1,62	5
			1908	...	...	...	...	...	...	409,5	1,37	...	...	409,5	1,37	4
			1909	2	1	2,3	2	12,8	7	430,8	1,42	21,1	3	476,2	1,55	6
			1910	2	1	2,7	3	11,3	7	502,4	1,80	21,6	3	538,2	1,94	12
			1911	4	1	2,9	3	14,6	9	615,8	2,14	36,3	6	670,5	2,33	9
			1912	4	1	3,5	4	17,2	11	701,2	2,51	49,5	7	771,8	2,74	13

[*] *Included with the South Indian* railway, 3′ 3⅜″ gauge section.

† Includes figures for the Nilgiri, Shoranur Cochin, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways.

DIX 4—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and Coke for the Public and Foreign Railways.		Revenue Stores, including Coal and Materials for Construction.		Live-stock.		Other Goods Traffic.	Total Goods Traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs	Rs.	Rs.	Rs.	Rs.
91,33	2,154	1,85,93	6	76	36	91	466	7,21	7	1,20	28	2,669	1,96,29	73	...	4,92	2,93,27
97,52	2,278	1,76,84	2	54	38	1,16	362	6,61	11	1,41	41	2,691	1,86,97	71	...	4,32	2,89,52
1,05,64	2,399	1,76,56	3	60	130	1,85	314	6,25	10	1,04	33	2,856	1,86,63	72	...	4,92	2,97,91
1,03,63	1,899	1,98,31	3	35	136	2,05	387	8,09	14	1,43	36	2,489	1,50,59	68	...	4,16	2,59,06
1,01,07	2,050	1,47,15	5	63	175	2,69	325	6,26	18	2,19	33	2,573	1,59,25	55	...	4,10	2,64,97
1,17,05	2,245	1,65,09	4	42	217	3,42	299	5,24	23	2,96	39	2,788	1,77,82	65	...	4,76	2,99,83
1,23,55	2,526	1,74,12	4	45	245	3,74	494	6,89	27	3,59	41	3,296	1,89,20	70	...	5,70	3,24,15
1,26,88	2,493	1,84,68	4	40	120	2,20	394	7,13	24	2,90	39	3,035	1,97,70	61	...	7,21	3,32,40
8,60	341	9,56	1	6	1	1	98	73	...	...	6	441	10,42	8	...	78	19,83
11,07	385	11,18	2	12	1	2	114	75	...	...	6	502	12,13	8	...	1,31	21,59
12,24	419	12,66	2	12	2	2	211	1,13	...	1	12	634	14,06	9	...	1,26	27,65
11,71	462	13,36	4	16	3	3	314	95	...	...	24	783	14,74	10	...	1,05	27,60
13,47	512	13,68	9	16	5	6	135	1,10	...	...	12	661	15,12	8	...	1,21	29,83
14,74	539	13,99	6	11	5	5	115	1,35	...	1	...	665	15,51	9	...	1,27	31,71
15,30	556	15,32	3	7	6	5	80	73	...	3	1	645	16,21	10	...	2,53	34,14
18,13	631	16,58	8	14	5	5	85	47	...	3	10	729	19,37	10	...	4,08	41,68
2,36	73	1,42	...	...	...	...	9	3	...	...	3	82	1,44	1	...	6	3,87
2,30	73	1,48	...	...	...	...	10	3	...	...	3	83	1,54	1	...	6	3,91
2,46	81	1,57	...	...	...	...	15	5	...	...	2	96	1,64	1	...	6	4,17
2,83	†	1,52	...	...	...	...	†	2	...	...	2	†	1,56	1	...	4	4,44
3,07	†	2,00	...	...	...	...	†	2	...	1	3	†	2,03	1	...	2	5,16
3,39	†	2,13	...	...	...	...	†	2	...	...	4	†	2,19	1	...	4	5,63
3,56	†	2,33	...	...	...	...	†	4	...	1	5	†	2,48	1	...	1	6,01
3,77	†	2,41	...	...	...	...	†	4	...	1	5	†	2,51	1	...	1	6,30
77,23	1,403	57,72	...	4	32	52	1,663	2,53	5	41	37	3,103	61,63	31	...	1,86	1,41,03
79,41	1,483	58,72	...	5	19	26	1,725	2,82	6	41	41	3,233	62,07	32	...	2,28	1,44,68
87,77	1,598	60,60	...	5	35	41	1,919	2,83	7	45	31	3,589	64,25	32	...	1,83	1,54,57
88,46	‡2,466	63,52	‡3	8	‡35	43	‡1,549	2,14	‡9	43	29	‡4,063	66,29	32	...	1,98	1,57,60
96,82	‡2,166	61,91	‡3	5	‡22	34	‡401	1,90	‡9	35	49	‡2,601	65,04	31	...	2,69	1,64,86
98,19	‡2,280	66,67	‡3	5	‡29	48	‡391	2,13	‡14	69	61	‡2,717	70,53	34	...	2,30	1,71,41
1,05,72	‡2,529	78,88	‡2	6	‡20	39	‡385	2,69	‡19	91	74	‡2,955	83,58	38	...	2,20	1,91,88
1,16,36	‡2,650	82,70	‡2	5	‡38	83	‡412	2,84	‡20	111	93	‡3,161	88,49	41	...	4,38	2,09,64
1,32	16	71	...	...	...	...	...	1	...	...	1	16	73	1	...	2	2,03
1,46	22	95	...	...	...	...	5	1	...	...	1	27	97	1	...	3	2,47
1,43	22	97	...	...	...	...	1	1	...	...	1	23	99	1	...	3	2,51
1,55	17	78	...	...	...	...	...	...	...	...	2	17	80	1	...	3	2,39
1,49	21	87	...	...	...	1	1	1	...	...	1	22	90	1	...	3	2,43
1,51	22	92	...	...	...	1	1	1	...	...	1	23	95	2	...	4	2,52
1,84	20	91	...	...	1	1	...	...	...	1	1	21	94	1	...	5	2,84
1,70	29	1,22	...	...	...	...	2	1	...	...	3	31	1,26	1	...	8	3,05
1,12	8	20	...	...	...	1	...	...	...	...	...	8	21	...	...	...	1,33
1,41	18	31	...	...	...	...	...	...	...	...	...	18	31	...	...	...	1,72
1,02	2	3	...	...	...	...	...	...	...	...	...	2	3	...	...	...	1,11
1,44	4	6	...	...	...	...	...	...	...	...	...	4	6	...	...	1	1,51
1,67	3	5	...	...	...	...	...	...	...	...	...	3	5	...	...	1	1,72
1,41	2	8	...	...	...	...	...	...	...	...	...	2	8	...	...	...	1,43
1,81	2	13	...	...	...	...	...	...	...	...	...	2	13	...	...	...	1,74
2,06	13	29	...	...	...	...	...	...	...	...	...	13	29	...	...	1	2,36
2,42	17	35	...	...	...	...	...	...	...	...	...	17	35	...	...	1	2,76
2,87	27	50	...	...	...	...	...	...	...	...	...	27	50	...	...	1	3,32

* Live-stock has been converted into tons at—

A head of cattle, or a pony or horse ... ... = 0·25 ton.
A head of sheep, goat, etc. ... ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

† Included with the South Indian railway, 3′ 3⅜″ gauge section.

‡ Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways.

APPEN

Details of gross earnings

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Coaching traffic.													
				Passenger Traffic.													Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		17
		2' 6" Gauge —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
			1905	...	...	4	1	...	...	100,9	32	...	...	101,3	33		4
			1906	5	1	4	1	...	...	176,3	67	...	...	177,2	69		3
			1907	5	2	3,3	6	...	...	654,5	3,02	...	...	658,3	3,10		8
			1908	3	1	2,5	4	...	...	503,5	2,24	...	...	506,3	2,29		6
28	(a)	Barsi Light.	1909	4	1	2,8	5	...	...	732,3	3,41	...	...	735,5	3,47		8
			1910	5	1	3,7	6	...	...	800,3	3,65	...	...	804,5	3,72		10
			1911	5	1	2,3	5	...	...	776,5	3,64	...	...	779,8	3,70		12
			1912	3	2	3,4	6	...	...	913,0	4,65	...	...	916,7	4,73		13
			1905	...	...	...	...	...	...	252,2	60	...	...	252,2	60		3
			1906	...	...	...	...	...	...	274,1	66	...	...	274,1	66		4
			1907	...	...	...	...	...	...	314,1	79	...	...	314,1	79		3
			1908	...	...	...	...	...	...	279,9	69	...	...	279,9	69		4
29	(a)	Bukhtiarpore-Bihar Light.	1909	1,0	1	1,9	1	13,1	6	395,5	1,00	...	...	411,5	1,08		4
			1910	9	1	1,9	1	13,5	7	349,3	78	...	...	365,5	87		4
			1911	6	1	2,1	1	13,5	7	360,5	78	...	...	376,7	87		4
			1912	8	1	2,8	2	16,7	8	686,2	1,89	...	...	706,5	2,00		4
31	(a)	Champaner-Shivrajpur Light.	1911	...	...	1	...	...	...	87,0	16	...	...	87,1	16		1
			1912	...	..	5	1	...	...	96,3	19	...	...	96,8	20		1
			1905	...	...	...	...	...	...	2,7	1	...	...	2,7	1		...
			1906	...	...	...	...	...	...	8,8	2	...	...	8,8	2		...
			1907	...	...	...	...	...	...	21,4	7	...	...	21,4	7		2
			1908	...	...	...	...	...	...	23,4	6	...	...	23,4	6		2
32	(a)	Cutch ...	1909	1	...	...	...	...	...	75,7	34	...	...	75,8	34		7
			1910	2	...	1,2	2	...	...	97,6	40	...	...	99,0	44		6
			1911	2	...	1,4	2	...	...	85,4	40	...	...	87,0	42		8
			1912	1	...	7	1	...	...	79,8	38	...	...	80,6	39		6
33	(a)	Dehri-Rohtas Light.	1911	2	...	...	...	4	...	33,4	8	...	...	34,0	8		1
			1912	2	...	...	...	7	1	39,4	9	...	...	40,3	10		...
			1908	1	...	...	...	...	...	39,4	11	...	...	39,5	11		1
			1909	...	...	2	...	...	...	52,0	14	...	...	52,2	14		1
34	(a)	Dholpur-Bari.	1910	...	1	6	...	...	...	72,0	20	...	...	73,6	21		2
			1911	2	...	4	...	...	...	71,0	19	...	...	71,6	19		1
			1912	4	1	...	...	...	...	71,0	19	...	...	71,4	20		1
...	...	Kalka-Simla.	1905	5,5	78	10,3	65	...	...	81,2	1,90	...	...	97,0	3,33		1,04
			1906	4,7	68	10,6	68	...	...	80,8	1,83	...	...	96,1	3,19		1,08
			1907	Amalgamated with the North Western railway.								...	...	...	...		...
38	(a)	Madaya Light.	1912	...	...	...	...	...	Information		not furnished		...	...	...		...
			1905	...	...	4	...	...	...	35,5	9	1,1	...	37,0	9		...
			1906	2	...	1,9	1	...	...	238,5	51	4,2	...	244,8	52		2
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1907	...	...	2,2	2	...	...	287,6	61	2,1	...	291,9	63		2
			1908	*	...	*	1	...	...	*	62	*	...	*	63		3
			1909	*	...	*	2	...	...	*	52	*	...	*	54		3
			1910	*	...	*	2	...	...	*	64	*	...	*	66		3
			1911	*	...	*	2	...	...	*	63	*	...	*	65		3
			1912	*	...	*	2	...	...	*	70	*	...	*	72		4

* Included with the South Indian railway, 5' 3⅜" gauge section.

DIX 4—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steamboat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and Coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
37	79	1,77	...	...	...	...	3	2	...	...	...	82	1,79	...	...	3	2,19
72	56	1,38	...	...	...	...	1	1	...	...	1	57	1,40	1	...	6	2,19
3,18	80	2,09	...	...	1	1	1	...	...	...	1	82	2,11	1	...	13	5,43
2,35	69	1,35	...	...	...	...	...	...	...	...	1	69	1,86	2	...	8	4,31
3,55	97	2,68	...	...	1	2	12	6	...	...	2	110	2,78	2	...	10	6,45
3,62	102	2,89	...	...	2	4	4	1	...	...	3	108	2,97	2	...	17	6,98
3,82	105	3,25	...	...	2	4	6	3	...	...	3	113	3,35	3	...	25	7,45
4,86	125	4,89	...	...	3	12	11	3	...	...	5	139	5,09	4	...	32	10,31
63	19	26	...	...	...	...	...	...	...	...	...	19	26	...	...	...	89
70	28	41	...	...	...	...	...	...	...	...	...	28	41	...	...	...	1,11
82	21	28	...	...	...	...	...	...	...	...	...	21	28	...	...	1	1,11
78	28	37	...	...	...	...	...	...	...	...	...	28	37	...	...	...	1,10
1,12	29	39	...	...	...	...	...	...	...	...	...	29	39	...	...	1	1,52
91	26	32	...	...	...	...	...	...	...	...	...	26	32	...	...	1	1,24
91	28	43	...	...	...	...	...	...	...	...	...	28	43	...	...	...	1,24
2,04	33	45	...	...	...	...	...	...	...	...	...	33	45	...	...	1	2,60
17	47	46	...	...	...	...	...	...	...	...	...	47	46	1	...	...	64
21	65	63	...	...	1	1	1	...	...	...	...	67	64	1	...	2	88
1	7	27	...	...	...	...	...	...	...	...	...	7	27	...	...	...	28
2	11	33	...	...	...	...	...	...	...	...	...	11	33	...	...	5	40
9	9	24	...	...	...	...	2	5	...	...	...	11	29	...	...	5	43
8	9	25	...	...	1	2	...	...	...	...	2	10	29	...	...	3	40
41	15	35	...	...	1	2	...	...	...	...	6	16	43	...	...	1	85
50	17	34	...	...	1	2	...	...	...	...	7	18	43	...	...	1	94
50	19	40	...	...	...	1	...	†	...	...	8	19	50	...	...	1	1,01
45	21	46	...	...	...	1	1	1	...	...	9	22	57	...	...	...	1,02
9	8	12	...	...	2	3	...	...	...	...	...	10	15	...	...	...	24
10	40	62	...	...	4	6	...	...	...	...	...	44	68	...	...	1	79
12	17	9	...	...	...	...	...	...	...	...	...	17	9	...	...	...	21
15	26	20	...	...	...	...	...	...	...	...	...	26	20	...	...	1	36
23	19	24	...	...	...	...	...	...	...	...	...	19	24	1	...	...	48
20	21	21	...	...	...	...	...	...	...	...	...	21	21	...	...	...	41
21	18	17	...	...	...	...	2	1	...	...	...	20	18	...	...	1	40
4,37	20	2,47	1	11	3	31	3	9	...	...	1	27	2,99	2	...	14	7,52
4,27	25	2,65	1	13	4	42	2	5	...	...	2	32	3,27	2	...	8	7,64
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9	2	4	...	...	...	...	...	...	...	...	...	2	4	...	...	...	13
54	14	24	...	...	1	1	...	...	...	...	...	15	25	...	...	...	79
65	15	26	...	...	...	1	...	...	...	...	...	15	27	...	...	1	93
66	*	24	...	...	...	...	...	...	...	...	...	*	24	...	...	1	91
57	*	28	...	...	...	...	...	...	...	...	...	*	28	...	...	...	85
69	*	33	...	...	...	...	...	...	...	...	1	*	34	...	...	...	1,03
68	*	37	...	...	...	...	...	1	...	...	...	*	38	...	...	...	1,06
76	*	36	...	...	...	...	...	1	...	...	...	*	37	...	...	...	1,13

* Included with the South Indian railway, 3′ 3⅜″ gauge section.

† Live-stock has been converted into tons at:—

A head of cattle, or a pony or horse ... =0·25 ton.
A head of sheep, goat, etc. ... ... =0·025 ton.
An elephant ... ... =2·50 tons.

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Coaching Traffic.													Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.													
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		17
					Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
		2′ 6″ Gauge —*concld.*															
1	(d)	Mourbhanj.	1905	1	...	4	1	5	...	28,9	10	...	...	29,9	11		1
			1906	2	...	4	1	1,3	1	62,4	20	...	...	64,3	22		2
			1907	...	...	5	1	1,8	1	66,1	22	...	...	68,4	24		1
			1908	1	...	5	1	1,5	1	67,8	22	...	...	69,9	24		2
			1909	2	1	6	1	1,6	1	69,8	22	...	...	72,2	25		1
			1910	1	...	4	1	1,6	1	63,3	20	...	...	65,4	22		2
			1911	2	...	5	1	1,8	1	70,7	23	...	...	73,2	25		2
			1912	2	1	4	...	1,9	1	64,9	21	...	...	67,4	23		2
1	(f)	Parlakimedi Light.	1905	3	1	...	...	2,7	1	65,1	15	...	...	68,1	17		2
			1906	3	...	...	...	2,6	1	79,2	13	...	...	82,1	14		1
			1907	3	1	...	...	2,3	1	111,9	15	...	...	114,5	17		1
			1908	4	1	...	...	1,3	...	117,1	17	...	...	118,8	18		1
			1909	3	1	...	...	1,8	1	121,1	17	...	...	123,2	19		2
			1910	4	1	...	...	2,3	1	127,7	18	...	...	130,4	20		2
			1911	2	1	3	...	2,2	1	129,8	24	...	...	132,5	26		1
			1912	2	1	3	...	2,3	1	126,3	24	...	...	129,1	26		2
22	(c)	Powayan Light.	1905	2	...	1,2	1	...	...	296,4	46	...	...	297,8	47		2
			1906	2	...	1,6	1	...	...	320,6	50	...	...	322,4	51		2
			1907	...	...	1,7	1	...	...	327,2	51	...	...	328,9	52		1
			1908	1	...	1,7	1	...	...	349,0	48	...	...	350,8	49		1
			1909	1	...	1,9	1	...	...	314,9	49	...	...	316,9	50		2
			1910	1	...	2,0	1	...	...	361,5	56	...	...	363,6	57		2
			1911	1	...	2,3	2	...	...	390,7	58	...	...	393,1	60		3
			1912	2	...	3,2	2	...	...	416,7	63	...	...	420,1	65		2
40	(a)	Shahdara (Delhi)-Saharanpur. Light.	1907	...	...	...	...	...	...	165,0	59	...	...	165,0	59		1
			1908	1	...	3	1	10,5	6	589,7	2,00	...	...	600,6	2,07		7
			1909	2	1	2	...	8,9	5	651,4	2,14	...	...	660,7	2,20		8
			1910	4	1	...	...	12,4	7	848,7	2,78	...	...	861,5	2,86		9
			1911	4	1	...	...	13,6	8	939,2	3,10	...	...	953,2	3,19		9
			1912	7	1	...	...	15,2	8	980,2	3,30	...	...	994,1	3,39		10
41	(a)	Tarkesar-Magra Light.	1905	1	...	1,3	...	14,9	3	426,8	63	13,0	2	456,1	68		2
			1906	2	...	1,3	...	16,4	3	477,1	72	13,1	2	508,1	77		3
			1907	...	...	1,6	1	19,7	3	512,5	78	17,2	3	551,0	85		3
			1908	1	...	1,2	...	22,3	4	594,7	80	21,4	3	639,7	87		4
			1909	2	...	1,3	...	23,1	4	552,4	78	22,4	4	599,3	86		5
			1910	1	...	1,5	...	25,4	4	536,6	78	29,2	4	592,8	86		4
			1911	2	...	1,7	1	24,9	4	531,6	76	32,7	3	598,1	84		5
			1912	1	...	1,6	1	25,2	4	569,6	81	40,3	3	634,8	89		4
42	(a)	Tezpore-Balipara Light.	1905	2,5	3	...	...	3,9	1	147,8	33	1,0	1	155,2	38		4
			1906	2,2	2	...	...	4,4	1	136,2	33	13,0	1	155,8	37		5
			1907	2,2	3	...	...	4,5	1	136,9	32	13,2	1	156,8	37		5
			1908	1,9	2	...	...	4,9	1	136,0	32	9,8	1	152,6	36		5
			1909	1,7	2	...	...	4,5	1	124,0	31	12,9	1	144,1	35		4
			1910	2,3	3	...	...	4,8	1	132,3	33	15,5	1	154,9	38		6
			1911	2,0	2	...	...	5,4	2	143,6	36	16,5	1	167,5	41		6
			1912	2,2	3	...	...	5,9	2	155,7	38	16,9	1	180,7	44		7

DIX 4—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.																
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] *	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
12	3	7	...	...	...	...	10	11	...	...	1	13	19	...	...	...	31
24	12	19	...	...	...	...	...	...	...	...	1	13	20	1	...	1	46
25	11	17	...	...	...	1	...	...	...	...	...	11	18	...	...	...	44
26	16	24	...	...	...	...	...	...	...	...	...	16	24	1	...	...	51
26	15	28	...	...	...	...	...	...	...	...	...	15	28	1	...	...	55
24	17	31	...	...	...	...	1	1	...	...	1	18	33	...	...	1	58
27	20	34	...	...	...	...	...	...	...	...	...	20	34	1	...	...	62
25	15	24	...	...	...	...	...	...	...	...	...	15	24	1	...	1	51
19	10	9	...	...	...	...	...	...	...	...	...	10	8	...	...	...	27
15	6	5	...	...	...	...	1	1	...	...	...	7	6	...	...	...	21
18	7	5	...	...	...	...	1	1	...	...	...	8	6	...	...	1	25
19	6	5	...	...	...	...	2	2	...	...	...	8	7	...	...	...	26
21	5	4	...	...	...	...	1	1	...	...	...	6	5	...	...	...	26
22	6	5	...	...	...	...	...	...	...	...	...	6	5	...	...	...	27
27	6	5	...	...	...	...	...	1	...	...	...	6	6	...	...	...	33
28	9	10	...	...	...	...	1	1	...	...	...	10	11	...	...	1	40
49	29	43	...	...	...	...	1	...	...	...	1	30	44	...	...	...	93
53	31	46	...	...	...	...	1	...	...	...	...	32	46	...	...	...	99
58	23	33	...	...	...	...	1	1	...	...	...	24	34	...	...	...	87
50	21	32	...	...	...	...	1	...	...	...	—1	22	31	...	...	...	81
52	27	36	...	...	...	...	7	4	...	...	...	34	40	...	...	...	92
59	25	35	...	...	...	...	2	1	...	...	...	27	36	...	...	...	95
62	34	37	...	...	...	...	2	1	...	...	3	36	41	...	...	...	1,03
67	29	34	...	...	...	...	2	...	...	...	...	31	34	...	...	...	1,01
69	14	41	...	...	...	...	...	...	...	...	...	14	41	...	...	...	1,01
2,14	42	1,16	...	...	...	...	3	5	...	...	...	45	1,21	...	...	1	3,36
2,28	68	1,77	...	...	...	...	3	1	...	...	...	71	1,78	...	...	...	4,06
2,95	75	2,07	...	...	...	...	...	...	...	...	...	75	2,07	...	...	2	5,04
3,38	80	2,01	...	...	...	1	...	...	...	...	...	80	2,02	...	...	2	5,32
3,49	106	2,60	...	...	...	...	...	...	...	...	...	106	2,60	...	...	1	6,10
70	21	13	...	...	...	...	1	2	...	...	...	22	15	1	...	1	87
80	25	17	...	...	...	...	1	1	...	...	...	26	18	1	...	1	1,00
88	32	20	...	...	...	...	1	1	...	...	...	33	21	...	...	1	1,10
91	29	20	...	...	...	...	1	1	...	...	...	30	21	...	...	1	1,13
91	45	10	...	...	...	...	1	1	...	...	20	46	31	1	...	1	1,24
90	47	32	...	...	1	1	...	...	...	...	...	48	33	...	...	1	1,24
89	53	35	...	...	...	...	...	...	...	...	...	53	35	1	...	1	1,26
93	51	34	...	...	...	1	...	...	...	...	...	51	35	1	...	2	1,31
42	12	50	...	...	2	5	...	...	...	...	...	14	55	1	...	5	1,03
42	13	56	...	...	3	8	...	...	...	...	...	16	64	1	...	8	1,15
42	13	53	...	...	3	8	...	...	...	...	1	15	62	2	...	6	1,12
41	6	33	...	...	3	8	...	...	...	...	1	9	42	1	...	5	89
39	6	30	...	...	3	10	...	...	...	...	1	9	41	1	...	5	86
44	6	33	...	...	4	11	...	...	...	...	1	10	45	1	...	4	94
47	8	44	...	...	6	17	...	...	...	...	1	14	62	2	...	4	1,15
51	9	42	...	...	8	21	...	...	...	...	1	17	64	1	...	5	1,21

* Live stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

APPEN

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Coaching traffic.													
				Passenger Traffic.													Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		17
		2' 0" Gauge.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
43	(a)	Darjeeling-Himalayan.	1905	6,5	74	19,7	1,01	...	...	111,2	1,31	...	...	137,4	3,06		96
			1906	7,1	82	19,2	99	...	...	108,6	1,33	...	...	134,3	3,14		98
			1907	7,2	85	19,8	92	...	...	118,3	1,38	...	...	145,3	3,15		93
			1908	7,8	89	21,3	96	...	...	136,6	1,48	...	...	165,7	3,33		94
			1909	8,3	90	21,3	92	...	...	144,3	1,53	...	...	173,9	3,35		97
			1910	7,7	94	21,9	92	...	...	176,1	1,55	...	...	205,7	3,41		1,00
			1911	7,8	92	20,7	84	...	...	208,5	1,63	...	...	237,0	3,39		98
			1912	8,6	1,03	22,2	95	...	...	233,6	1,90	...	...	264,4	3,88		1,19
44	(a)	Howrah-Amta Light.	1905	...	...	...	...	...	...	939,6	2,98	...	...	939,6	2,98		2
			1906	...	...	...	...	...	...	992,9	3,16	...	...	992,9	3,16		3
			1907	...	...	...	...	...	...	1,047,3	3,40	...	...	1,047,3	3,40		4
			1908	...	...	...	...	...	...	1,131,5	3,62	...	...	1,131,5	3,62		6
			1909	3	...	9	1	22,8	11	1,068,1	3,69	119,2	11	1,231,3	3,92		9
			1910	3	...	9	1	21,8	11	1,181,9	4,04	137,7	13	1,342,6	4,29		10
			1911	3	1	1,8	1	23,6	11	1,261,0	4,15	178,3	15	1,465,0	4,53		9
			1912	3	1	1,9	1	29,4	14	1,372,1	4,53	217,1	18	1,620,8	4,87		13
45	(a)	Howrah-Shoakhala Light.	1905	...	...	...	...	...	...	350,9	79	...	...	350,9	79		...
			1906	...	...	...	...	...	...	364,4	80	...	...	364,4	80		1
			1907	...	...	...	...	...	...	392,4	85	...	...	392,4	85		1
			1908	...	...	...	...	...	...	445,8	91	...	...	445,8	91		2
			1909	1	...	...	...	6,6	2	354,6	80	123,7	13	485,9	95		2
			1910	1	...	...	...	6,1	2	432,4	90	123,7	14	562,3	1,06		2
			1911	1	...	...	...	5,8	2	411,2	90	205,5	21	622,1	1,18		2
			1912	2	...	...	...	7,0	2	459,0	98	245,4	24	711,6	1,24		3
46	(a)	Jagadhri Light.	1911	...	...	4	...	...	...	56,8	5	...	...	57,2	5		1
			1912	...	...	8	...	...	...	151,9	12	...	...	152,7	12		...
47	(a)	Jorhat (Provincial).	1905	...	...	...	...	...	...	166,6	26	...	...	166,6	26		...
			1906	...	...	...	...	...	...	161,6	27	...	...	161,6	27		...
			1907	...	...	...	...	...	...	185,3	30	...	...	185,3	30		...
			1908	...	...	...	...	...	...	194,4	32	...	...	194,4	32		...
			1909	...	...	...	...	...	...	194,5	31	...	...	194,5	31		...
			1910	...	...	...	...	...	...	201,6	32	...	...	201,6	32		...
			1911	...	...	...	...	...	...	208,9	36	...	...	208,9	36		...
			1912	...	...	...	...	...	...	207,6	36	...	...	207,6	36		...
48	(a)	Pipar Road-Bhavi Light.	1910	...	...	...	...	...	...	3,9	1	...	...	3,9	1		...
			1911	...	...	2	...	...	...	53,4	11	...	...	55,6	11		1
			1912	...	...	3	...	...	...	73,3	16	...	...	78,6	16		1
		Total of all Railways.	1905	662,6	45,12	2,948,7	64,66	8,104,0	88,06	218,413,1	10,68,76	18,028,8	12,23	248,157,2	12,73,33		1,66,67
			1906	688,8	47,28	3,026,1	67,35	8,493,7	86,87	239,891,2	11,53,48	19,468,2	13,38	271,063,0	13,68,31		1,71,16
			1907	732,0	50,24	3,203,1	70,21	9,878,4	93,10	271,223,6	12,76,92	20,738,2	14,03	305,865,3	15,04,50		1,80,76
			1908	747,7	50,84	3,327,5	71,10	10,060,2	93,61	284,578,9	13,06,78	22,454,7	14,54	321,169,0	15,36,87		1,86,00
			1909	748,4	51,90	3,344,8	71,63	10,028,4	87,87	291,544,3	13,98,95	23,713,7	15,59	329,379,6	15,65,94		1,89,67
			1910	778,4	53,92	3,462,1	77,23	11,032,9	94,99	332,461,7	14,65,16	24,340,9	15,85	371,576,0	17,12,04		2,09,01
			1911	788,8	56,37	3,135,4	83,33	11,762,4	1,08,88	342,479,5	15,73,15	25,687,5	16,85	389,862,6	18,49,08		2,36,81
			1912	795,5	62,90	3,223,2	86,31	10,893,3	91,37	373,566,8	17,01,35	26,810,6	17,55	417,229,4	19,56,48		2,44,23

DIX 4—*concld.*

of each railway system.

Total coaching traffic earnings [In thousands.]	GOODS TRAFFIC.															Electric telegraph earnings. [In thousands]	Steamboat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.							
	Tons [In thousands.]	Earnings [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] *	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]						
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35		
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		
4,02	36	4,39	...	7	2	15	6	35	...	...	11	44	5,57	3	...	10	9,72		
4,12	36	4,83	...	6	2	15	6	36	...	...	9	44	5,49	2	...	17	9,80		
4,03	34	4,49	...	11	3	22	9	31	...	1	10	46	5,24	2	...	16	9,50		
4,27	32	4,36	...	9	3	21	8	32	...	...	9	43	5,07	3	...	7	9,44		
4,32	37	4,76	...	9	2	20	8	31	...	...	9	47	5,45	3	...	9	9,89		
4,41	35	4,81	...	8	3	23	8	35	...	...	6	46	5,53	3	...	6	10,03		
4,37	38	5,08	...	7	3	28	9	37	...	2	...	50	5,82	3	...	8	10,30		
5,07	40	5,40	...	6	3	30	10	42	...	4	...	53	6,22	3	...	7	11,39		
3,00	17	28	...	...	...	...	...	...	...	...	...	17	28	...	...	1	3,29		
3,19	20	32	...	...	...	...	...	...	...	...	...	20	32	...	...	...	3,51		
3,44	16	26	...	...	...	...	...	...	...	...	...	16	26	...	...	...	3,70		
3,68	17	29	...	...	...	...	...	...	...	...	...	17	29	...	...	1	3,98		
4,01	19	35	...	...	...	...	...	...	...	...	...	19	35	...	...	1	4,37		
4,39	20	44	...	...	...	...	...	...	...	...	...	20	44	...	...	1	4,84		
4,52	26	46	...	...	...	...	...	...	...	...	...	26	46	...	...	1	4,99		
5,00	33	58	...	...	...	...	...	...	...	...	...	33	58	...	...	1	5,59		
79	6	8	...	...	...	...	...	...	...	...	...	6	8	...	...	1	88		
81	7	9	...	...	...	...	...	...	...	...	...	7	9	...	...	1	91		
86	7	9	...	...	...	...	...	...	...	...	...	7	9	...	...	...	95		
93	6	8	...	...	...	...	...	...	...	...	...	6	8	...	...	...	1,01		
97	8	10	...	...	...	...	...	...	...	...	...	8	10	...	...	...	1,07		
1,08	8	12	...	...	...	...	...	...	...	...	...	8	12	...	...	...	1,20		
1,15	9	11	...	...	...	...	...	...	...	...	...	9	11	...	...	...	1,26		
1,27	11	13	...	...	...	...	...	...	...	...	...	11	13	...	...	1	1,41		
6	3	2	...	...	...	...	...	...	...	...	...	3	2	...	...	...	8		
12	16	13	...	...	...	...	...	...	...	...	...	16	13	...	...	...	25		
26	10	48	...	...	...	...	...	...	...	...	...	10	48	2	...	3	79		
27	15	59	...	...	...	...	...	...	...	...	...	15	59	2	...	5	93		
30	14	57	...	...	...	...	...	...	...	...	...	14	57	2	...	3	92		
32	17	65	...	...	...	...	...	...	...	...	...	17	65	2	...	2	1,01		
31	18	64	...	...	...	...	...	...	...	...	...	18	64	2	...	2	99		
32	19	61	...	...	...	...	...	...	...	...	...	19	61	1	...	2	96		
36	21	71	...	...	...	...	...	...	...	...	...	21	71	1	...	1	1,09		
36	24	83	...	...	...	...	...	...	...	...	...	24	83	1	...	2	1,22		
1	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	2		
12	3	4	...	...	...	...	...	...	...	...	...	3	4	...	...	...	16		
17	3	5	...	...	...	1	...	...	...	...	...	3	6	...	...	...	23		
14,38,51	20,433	21,32,27	93	20,63	10,202	2,89,19	14,106	1,46,51	102	18,46	20,33	54,936	26,20,78	8,78	21,08	80,77	41,69,92		
15,36,65	32,772	22,36,58	87	20,58	11,184	3,21,84	14,704	1,51,54	122	20,35	16,85	58,909	27,59,69	8,63	24,73	83,88	44,13,58		
16,82,13	35,381	23,97,33	87	19,12	12,191	3,17,71	14,300	1,60,28	140	20,59	18,87	62,099	29,24,27	9,24	27,49	87,33	47,30,51		
17,22,87	32,501	20,52,05	96	10,50	13,257	3,57,82	16,381	1,82,22	163	21,58	14,80	62,398	26,32,06	8,47	28,61	90,68	44,82,69		
17,52,32	33,926	22,59,93	106	13,13	12,159	3,30,05	14,545	1,76,26	166	22,37	16,26	60,902	28,12,48	7,43	28,00	1,06,15	47,06,38		
19,17,42	36,207	24,49,72	112	6,24	13,911	3,84,62	15,184	1,72,90	189	26,81	9,20	65,603	30,48,17	8,05	29,32	1,16,26	51,14,22		
20,82,97	39,558	26,28,23	155	16,96	14,515	4,12,76	16,816	1,91,65	224	32,66	19,17	71,268	32,93,32	9,01	31,73	1,09,89	55,27,92		
21,96,39	44,349	30,36,32	166	12,79	16,546	4,85,00	17,188	1,98,41	226	31,92	37,49	78,475	37,91,84	9,42	32,71	1,34,71	61,65,07		

* Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

APPEN

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" Gauge.									
			1905	26,53	10·84	31,69	12·95	9,35	3·82	19,28	7·88
			1906	26,38	9·79	40,12	14·89	11,96	4·44	23,34	8·66
			1907	27,07	9·34	48,65	16·79	13,69	4·72	24,97	8·62
			1908	32,91	12·12	51,36	18·91	16,30	6·00	27,38	10·08
1	(*a*) to (*c*), (*e*), (*g*) and (*k*).	Bengal-Nagpur ...	1909	33,36	11·59	49,55	17·22	15,34	5·33	27,21	9·46
			1910	32,94	10·68	50,54	16·38	14,29	4·63	28,89	9·36
			1911	34,88	10·27	54,66	16·09	18,03	5·31	30,26	8·91
			1912	35,91	8·92	56,18	13·95	25,24	6·27	32,15	7·98
			1905	17,89	8·45	36,14	17·07	11,02	5·20	13,92	6·57
			1906	21,28	9·71	41,26	18·82	12,40	5·66	15,53	7·03
			1907	20,81	8·99	37,93	16·39	13,19	5·70	16,09	6·95
			1908	23,07	12·35	43,92	19·33	12,01	5·29	19,14	8·43
2	(*a*), (*c*) to (*f*), and (*m*) to (*o*).	Bombay, Baroda and Central India.	1909	25,01	10·03	49,03	19·67	9,99	4·01	19,48	7·82
			1910	29,29	10·37	56,37	19·95	13,85	4·90	21,40	7·58
			1911	35,82	11·68	58,13	18·95	12,28	4·00	22,35	7·28
			1912	38,05	10·69	73,62	20·68	15,79	4·43	27,71	7·78
			1905	*16,31	13·08	*18,52	14·86	*6,51	5·22	*16,64	13·35
			1906	23,54	16·68	19,98	14·16	6,37	4·52	22,53	15·96
			1907	33,68	20·51	22,09	13·45	7,27	4·43	26,64	16·22
3	(*a*)	Eastern Bengal ...	1908	31,53	19·61	31,27	19·45	10,61	6·60	26,93	16·75
			1909	30,51	18·75	29,01	17·83	7,56	4·65	28,28	17·38
			1910	26,57	16·07	23,39	14·15	7,80	4·72	25,46	15·40
			1911	35,26	19·45	26,37	14·55	9,10	5·02	27,45	* 15·15
			1912	29,49	14·81	27,62	13·86	10,37	5·20	26,73	13·42
			1905	59,44	7·62	79,94	10·25	33,86	4·34	59,96	7·69
			1906	77,02	9·32	85,67	10·37	34,41	4·17	70,12	8·49
			1907	77,47	9·25	97,33	11·62	30,02	3·58	79,15	9·45
4	(*a*) to (*d*)	East Indian	1908	80,00	9·38	1,12,66	13·20	47,47	5·56	87,68	10·21
			1909	74,76	9·02	80,77	9·75	36,95	4·46	83,45	10·07
			1910	74,74	8·39	1,02,19	11·48	42,76	4·80	76,03	8·54
			1911	78,13	8·16	1,14,71	11·98	42,26	4·41	86,43	9·03
			1912	88,99	8·46	1,15,89	11·02	39,62	3·77	89,10	8·47
			1905	60,07	9·53	1,28,94	20·45	30,75	4·88	48,57	7·71
			1906	65,28	10·13	1,35,81	21·09	30,61	4·75	51,88	8·06
			1907	66,12	9·60	1,62,74	23·64	34,73	5·04	56,64	8·23
5	(*a*) to (*k*)	Great Indian Peninsula ...	1908	73,41	12·12	1,67,63	27·68	29,08	4·80	61,28	10·12
			1909	67,08	10·15	1,67,05	25·27	36,24	5·48	62,16	9·40
			1910	79,96	10·87	1,76,22	23·98	28,72	3·93	66,94	9·12
			1911	95,68	12·35	1,79,20	23·14	33,15	4·28	67,63	8·73
			1912	1,02,05	11·79	1,98,91	22·97	33,02	3·81	70,82	8·18
			1905	28,78	13·81	44,75	21·48	15,86	7·61	15,23	7·31
...	...	Madras	1906	35,34	16·99	44,49	20·80	13,34	6·24	16,53	7·73
			1907	49,10	22·25	48,28	21·88	15,08	6·84	18,45	8·37
			1908	32,82	19·75	43,39	26·10	15,03	9·04	15,32	9·22
			1909	22,16	12·25	44,33	24·50	11,86	6·56	14,03	7·77
6	(*a*) and (*b*)	Madras and Southern Mahratta.	1910	21,32	11·50	44,82	23·63	12,97	6·84	13,56	7·15
			1911	22,61	11·41	42,78	21·60	13,67	6·90	13,62	6·88
			1912	24,74	11·33	46,92	21·48	12,14	5·56	14,57	6·67
			1905	3,77	8·16	4,74	10·24	1,41	3·05	2,59	5·59
			1906	5,63	11·65	5,16	10·68	1,59	3·30	2,78	5·75
			1907	4,69	8·84	5,51	10·40	1,58	2·98	2,86	5·39
7	(*a*) and (*b*)	Nizam's Guaranteed State	1908	4,00	7·94	6,14	12·20	1,43	2·83	3,09	6·13
			1909	6,49	12·97	6,30	12·59	1,71	3·42	3,46	6·91
			1910	8,35	15·64	7,34	12·97	1,83	3·23	3,76	6·65
			1911	13,26	21·87	8,43	13·91	2,07	3·42	3,71	6·12
			1912	8,06	13·08	9,06	14·70	2,17	3·52	3,93	6·38

* Includes the Bengal Central railway, which, for the first-half of 1905, was worked independently of the Eastern Bengal railway.

DIX 5.

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (detailed in "Index" to Appendix 9).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									5' 6" Gauge.		
13,56	5·54	2,25	0·92	8,61	3·27	1,10,67	45·22	1905			
14,31	5·31	3,14	1·17	8,71	3·23	1,27,96	47·49	1906			
15,16	5·23	3,29	1·14	8,51	2·93	1,41,34	48·77	1907			
16,67	6·14	3,94	1·45	8,93	3·29	1,57,49	57·99	1908			
17,95	6·24	3,48	1·21	9,41	3·27	1,56,30	54·32	1909	Bengal-Nagpur ...	(*a*) to (*c*), (*e*), (*g*) and (*h*).	1
17,78	5·76	4,07	1·32	9,70	3·15	1,58,21	51·28	1910			
18,28	5·38	3,91	1·15	11,46	3·37	1,71,48	50·48	1911			
19,18	4·77	4,10	1·02	11,38	2·83	1,84,14	45·74	1912			
8,31	3·93	...	...	5,19	2·45	92,47	43·67	1905			
9,71	4·43	...	...	3,36	1·53	1,03,54	47·23	1906			
8,78	3·80	...	...	4,72	2·04	1,01,52	43·87	1907			
10,90	4·80	...	...	5,75	2·53	1,19,79	52·73	1908			
10,81	4·34	...	...	5,98	2·40	1,20,30	48·27	1909	Bombay, Baroda and Central India.	(*a*), (*c*) to (*f*), and (*m*) to (*o*)	2
11,51	4·08	...	...	6,08	2·15	1,38,50	49·03	1910			
11,48	3·74	...	...	9,55	3·11	1,49,61	48·76	1911			
13,27	3·73	...	...	10,73	3·01	1,79,17	50·32	1912			
*6,62	5·31	...	...	*4,92	3·95	*69,52	55·77	1905			
6,75	4·78	...	...	3,96	2·80	83,13	58·90	1906			
8,26	5·03	...	...	5,43	3·34	1,03,42	62·98	1907			
8,84	5·50	...	...	4,96	3·08	1,14,14	70·99	1908			
9,32	5·73	...	...	4,60	2·83	1,09,37	67·22	1909	Eastern Bengal ...	(*a*)	3
8,24	4·99	...	...	4,01	2·43	95,47	57·76	1910			
9,05	4·99	...	...	5,96	3·29	1,13,19	62·45	1911			
8,44	4·24	...	...	16,81	8·44	1,19,46	59·97	1912			
26,32	3·33	2,74	0·36	19,89	2·56	2,32,15	30·20	1905			
28,53	3·45	2,23	0·27	23,77	2·88	3,21,75	38·95	1906			
30,57	3·65	2,30	0·27	18,62	2·22	3,35,46	40·04	1907			
33,89	3·97	5,10	0·60	25,60	3·00	3,91,80	48·02	1908			
33,32	4·02	2,52	0·30	20,72	2·50	3,32,49	40·12	1909	East Indian	(*a*) to (*d*)	4
32,56	3·66	1,63	0·18	19,93	2·24	3,49,84	39·29	1910			
32,56	3·40	1,83	0·19	19,35	2·02	3,75,27	39·19	1911			
33,49	3·18	1,87	0·18	26,71	2·54	3,95,67	37·62	1912			
23,26	3·69	...	...	13,78	2·18	3,05,37	48·44	1905			
24,98	3·88	...	...	13,50	2·03	3,22,01	50·00	1906			
25,79	3·74	...	...	19,11	2·78	3,65,13	53·03	1907			
27,13	4·48	...	...	18,26	3·01	3,76,79	62·21	1908			
28,36	4·29	...	...	20,47	3·10	3,81,36	57·69	1909	Great Indian Peninsula ...	(*a*) to (*h*)	5
28,87	3·92	...	...	31,99	4·38	4,12,70	56·20	1910			
29,29	3·78	...	...	23,38	3·02	4,28,33	55·30	1911			
30,62	3·54	...	...	31,79	3·67	4,67,21	53·96	1912			
10,17	4·88	...	...	7,59	3·64	1,22,39	58·73	1905	Madras	...	...
10,83	5·06	...	...	5,56	2·60	1,27,09	59·42	1906			
11,74	5·32	...	...	5,39	2·44	1,48,04	67·10	1907			
10,47	6·30	...	...	3,70	2·23	1,20,73	72·64	1908			
9,96	5·50	...	...	5,05	2·79	1,07,42	59·37	1909			
9,93	5·23	...	...	5,11	2·69	1,08,20	57·04	1910	Madras and Southern Mahratta.	(*a*) and (*b*)	6
9,77	4·93	...	...	5,87	2·96	1,08,32	54·68	1911			
9,92	4·54	...	...	5,59	2·56	1,13,88	52·14	1912			
2,41	5·21	...	...	80	1·73	15,72	33·98	1905			
2,47	5·10	...	...	80	1·65	18,43	38·13	1906			
2,57	4·86	...	...	93	1·75	18,14	34·22	1907			
2,74	5·44	...	...	91	1·80	18,31	36·34	1908			
2,81	5·61	...	...	1,31	2·62	22,08	44·12	1909	Nizam's Guaranteed State	(*a*) and (*b*)	7
2,89	5·11	...	...	1,86	3·29	26,53	46·89	1910			
2,91	4·80	...	...	1,70	2·80	32,08	52·92	1911			
3,03	4·92	...	...	1,55	2·52	27,80	45·12	1912			

* Includes the Bengal Central railway, which, for the first-half of 1905, was worked independently of the Eastern Bengal railway.

APPEN

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" Gauge—*concld.*									
8	(*a*) to (*m*)	North Western—									
			1905	*72,03	12·09	*1,23,93	20·80	*19,89	3·34	*42,00	7·05
			1906	*78,64	12·37	*1,38,52	21·80	*21,78	3·43	*45,63	7·18
			1907	93,63	12·71	1,42,58	19·35	30,20	4·10	55,31	7·50
			1908	1,08,71	18·62	1,88,15	31·37	36,25	6·21	62,21	10·65
		Commercial section ...									
			1909	99,12	14·35	1,92,18	27·82	29,68	4·30	64,18	9·29
			1910	1,34,14	17·41	1,64,56	21·36	47,32	6·14	78,19	10·15
			1911	1,19,87	14·39	1,72,44	20·70	55,27	6·64	77,04	9·25
			1912	1,03,28	10·79	1,76,60	18·45	52,86	5·52	85,59	8·94
			1905	13,80	29·75	17,15	36·99	2,19	4·72	6,48	13·97
			1906	15,56	30·94	20,61	40·98	2,32	4·60	7,53	14·98
			1907	19,86	38·97	21,08	41·27	2,87	5·66	8,50	16·67
			1908	28,05	52·76	32,08	60·33	4,17	7·84	8,75	16·45
		Military section ...									
			1909	20,59	39·83	32,95	63·76	3,55	6·86	9,69	18·77
			1910	19,32	36·09	26,03	48·64	4,93	9·21	9,49	17·73
			1911	18,46	32·71	27,05	47·91	5,36	9·48	9,56	16·95
			1912	17,36	30·50	19,80	33·81	4,75	8·11	9,89	16·89
			1905	*85,83	13·36	*1,41,08	21·97	*22,08	3·44	*48,48	7·55
			1906	*94,20	13·74	*1,59,13	23·20	*24,10	3·51	*53,16	7·75
			1907	1,13,49	14·40	1,63,61	20·77	33,07	4·20	63,81	8·10
...	...	Total Commercial and Military sections (North Western).	1908	1,36,76	21·47	2,15,23	33·78	40,42	6·35	70,96	11·14
			1909	1,19,71	16·12	2,25,13	30·32	33,23	4·48	73,87	9·95
			1910	1,53,46	18·63	1,90,59	23·13	52,25	6·34	87,68	10·64
			1911	1,35,33	15·55	1,99,49	22·43	60,63	6·82	86,60	9·73
			1912	1,21,14	11·92	1,96,40	19·33	57,61	5·67	95,48	9·40
			1905	31,92	20·33	26,45	16·85	5,03	3·20	17,15	10·92
			1906	22,06	13·13	30,39	18·09	5,86	3·48	17,37	10·34
			1907	27,74	14·93	51,57	27·75	7,13	3·84	19,06	10·26
			1908	25,89	15·66	42,21	25·52	11,13	6·73	20,29	12·27
9	(*a*) to (*c*)	Oudh and Rohilkhand ...									
			1909	23,56	14·23	29,92	18·07	30,74	18·57	19,43	11·74
			1910	26,97	14·42	28,99	15·50	8,84	4·72	19,70	10·53
			1911	24,41	11·72	29,72	14·27	12,32	5·92	20,81	10·00
			1912	25,12	10·07	33,70	13·50	10,42	4·17	23,04	9·23
			1908	7,40	12·92	12,32	21·52	5,55	9·70	3,51	6·13
10	(*a*)	South Indian ...	1909	4,46	7·16	17,03	27·34	2,65	4·25	4,48	7·19
			1910	5,38	8·48	17,31	28·09	3,39	5·35	5,26	8·30
			1911	6,21	8·91	14,07	20·20	2,52	3·62	4,74	6·80
			1912	6,55	8·33	17,18	23·17	5,65	7·62	4,97	6·70
		3' 3⅜" Gauge.									
			1905	10,03	28·80	7,83	22·49	2,36	6·76	4,54	13·03
			1906	12,68	30·06	8,87	21·01	2,69	6·38	5,27	12·49
			1907	13,18	26·95	10,65	21·78	2,98	6·11	6,45	13·18
			1908	13,22	28·16	11,01	23·44	2,91	6·19	7,18	15·29
11	(*a*)	Assam-Bengal ...									
			1909	13,56	27·59	11,17	22·73	2,52	5·13	7,23	14·71
			1910	13,47	26·05	10,15	19·63	2,91	5·63	9,65	18·67
			1911	14,04	25·18	11,29	20·25	2,96	5·31	8,62	15·46
			1912	15,05	23·33	11,40	17·68	3,06	4·74	9,83	15·24
			1905	14,42	11·67	13,06	10·56	3,47	2·81	9,85	7·96
			1906	20,48	14·24	15,10	10·50	4,22	2·93	10,53	7·32
			1907	21,87	13·26	18,45	11·18	4,77	2·89	11,63	7·05
			1908	17,34	10·74	20,92	12·95	5,36	3·32	12,99	8·04
12	(*a*) & (*b*)	Bengal and North-Western.									
			1909	17,50	11·20	20,38	13·05	5,03	3·22	12,89	8·25
			1910	17,66	10·53	20,46	12·20	5,15	3·07	12,30	7·34
			1911	23,20	12·31	19,76	10·49	6,22	3·30	13,06	6·92
			1912	17,91	8·50	21,31	10·11	6,19	2·94	12,75	6·05

* Excludes the Kalka-Simla railway, the working of which was made over to the North Western railway from 1st January 1907.

DIX 5—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 9).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									5' 6" GAUGE—*concld.*		
									North Western—	(*a*) to (*m*)	8
*15,51	2·60	*—2	—0·01	*7,89	1·31	*2,81,14	47·18	1905			
*16,29	2·56	*6	0·01	*8,32	1·30	*3,09,24	48·65	1906			
19,55	2·65	8	0·01	10,61	1·44	3,51,96	47·76	1907			
21,95	3·76	7	0·01	16,35	2·80	4,28,69	73·42	1908			
21,69	3·14	19	0·03	18,21	2·64	4,25,25	61·57	1909	Commercial section ...	...	...
22,44	2·91	7	0·01	19,84	2·58	4,66,56	60·56	1910			
23,99	2·88	5	0·01	15,84	1·90	4,64,50	55·77	1911			
27,74	2·90	8	0·01	21,22	2·21	4,67,37	48·82	1912			
3,48	7·51	11	0·24	76	1·63	43,97	94·81	1905			
3,68	7·31	12	0·24	1,01	2·02	50,83	101·07	1906			
3,86	7·58	14	0·26	1,11	2·17	57,37	112·58	1907			
4,39	6·26	...	...	1,28	2·41	78,72	143·05	1908			
4,48	8·69	...	...	1,49	2·89	72,75	140·80	1909	Military section ...	...	...
4,43	8·28	...	...	1,37	2·56	65,57	122·51	1910			
4,46	7·90	...	...	1,38	2·44	66,27	117·89	1911			
4,68	7·99	...	...	1,67	2·85	58,65	100·15	1912			
*18,99	2·96	*9	0·01	*8,56	1·33	*3,25,11	50·62	1905			
*19,97	2·91	*18	0·03	*9,33	1·36	*3,60,07	52·50	1906			
23,41	2·97	22	0·02	11,72	1·49	4,09,33	51·95	1907			
26,34	4·14	7	0·01	17,63	2·76	5,07,41	79·65	1908			
26,17	3·53	19	0·03	19,70	2·65	4,98,00	67·08	1909	Total Commercial and Military sections (North Western).	...	...
26,87	3·26	7	0·01	21,21	2·57	5,32,13	64·58	1910			
28,45	3·20	5	0·01	17,22	1·93	5,30,77	59·67	1911			
32,42	3·19	8	0·01	22,89	2·25	5,26,02	51·77	1912			
7,05	4·49	...	...	4,61	2·95	92,21	58·74	1905			
7,43	4·42	...	...	5,42	3·23	88,53	52·69	1906			
8,06	4·34	...	...	4,68	2·52	1,18,24	63·64	1907			
8,77	5·30	...	...	4,92	2·97	1,13,21	68·45	1908			
8,93	5·29	...	...	5,19	3·14	1,17,77	71·14	1909	Oudh and Rohilkhand ...	(*a*) to (*c*)	9
8,71	4·65	...	...	3,05	1·63	96,26	51·45	1910			
9,09	4·37	...	...	4,81	2·31	1,01,16	48·59	1911			
9,74	3·90	...	...	5,61	2·25	1,07,63	43·12	1912			
2,88	4·16	...	...	84	1·47	32,00	55·90	1908			
3,38	5·42	...	...	2,12	3·40	34,12	54·76	1909			
3,13	4·94	...	...	3,47	5·47	38,44	60·63	1910	South Indian ...	(*a*)	10
3,41	4·90	...	...	58	0·83	31,53	45·26	1911			
3,29	4·44	...	...	1,30	1·75	38,94	52·51	1912			
									3' 3½" GAUGE.		
6,05	17·38	34	1·00	1,84	5·29	32,99	94·75	1905			
5,51	13·05	25	0·59	2,65	6·28	37,92	89·86	1906			
5,76	11·77	28	0·57	3,20	6·55	42,50	86·91	1907			
5,85	12·45	31	0·66	5,95	12·68	46,43	98·87	1908			
6,06	12·23	24	0·49	3,89	7·92	44,67	90·90	1909	Assam-Bengal ...	(*a*)	11
5,90	11·41	10	0·19	1,68	3·25	43,86	84·83	1910			
5,94	10·65	12	0·21	1,41	2·53	44,38	79·59	1911			
5,90	9·15	...	...	1,96	3·04	47,20	73·18	1912			
6,37	5·16	4,61	3·73	1,53	1·24	53,31	43·13	1905			
6,73	4·68	4,71	3·28	2,16	1·50	63,93	44·45	1906			
7,42	4·50	4,96	3·01	3,95	2·39	73,05	44·28	1907			
7,71*	4·78	5,83	3·61	2,78	1·72	72,93	45·16	1908			
8,11	5·19	5,88	3·77	2,71	1·74	72,50	46·42	1909	Bengal and North-Western.	(*a*) & (*b*)	12
7,80	4·71	4,83	2·88	2,54	1·52	70,84	42·25	1910			
7,94	4·21	4,61	2·45	3,39	1·79	78,17	41·47	1911			
7,89	3·74	4,90	2·32	1,05	0·50	72,00	34·16	1912			

* Excludes the Kalka-Simla railway, the working of which was made over to the North Western railway from 1st January 1907.

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3⅜" Gauge—*contd.*									
			1905	1,28	14·56	88	9·92	23	2·99	63	7·18
			1906	92	9·29	91	9·19	24	2·44	74	7·39
			1907	2,67	25·99	1,03	10·05	23	2·21	75	7·36
			1908	97	9·17	88	8·31	21	2·04	71	6·71
13	(*a*) & (*b*)	Bengal Docars ...	1909	84	7·96	83	7·87	22	2·09	70	6·64
			1910	1,24	10·74	86	7·60	18	1·66	73	6·29
			1911	1,43	11·90	85	7·07	22	1·83	67	5·58
			1912	1,53	10·67	1,17	8·16	33	2·30	74	5·16
			1905	3,17	14·15	2,63	11·74	87	3·90	1,78	7·93
			1906	3,07	13·01	2,77	11·77	77	3·25	1,91	8·12
...	...	Bhavnagar-Gondal-Junagad-Porbandar.	1907	3,54	12·82	3,16	11·46	73	2·65	2,13	7·74
			1908	3,13	10·86	4,24	14·72	74	2·57	2,27	7·87
			1909	3,94	13·92	6,06	21·41	93	3·28	2,50	8·83
			1910	4,73	14·74	3,84	11·97	96	2·99	2,52	7·86
14	(*a*) & (*b*)	Bhavnagar	1911	1,49	9·60	1,73	11·15	31	1·99	1,27	8·18
			1912	1,73	11·23	2,45	15·91	46	2·99	1,37	8·89
			1905	27,85	17·65	33,98	21·54	6,94	4·40	14,08	8·92
			1906	27,15	17·26	34,01	21·62	8,44	5·37	14,91	9·48
			1907	27,26	16·24	36,33	21·64	11,61	6·92	16,47	9·81
			1908	27,84	14·80	37,94	20·17	10,65	5·66	18,18	9·67
15	(*a*) to (*c*)	Burma	1909	35,16	18·06	39,24	20·16	11,73	6·02	18,31	9·66
			1910	33,18	16·74	39,59	19·97	11,00	5·55	18,68	9·42
			1911	41,66	20·16	40,52	19·60	14,34	6·94	18,67	9·03
			1912	37,35	17·05	39,18	17·89	14,06	6·42	19,45	8·88
			1905	6	13·12	12	27·03	2	4·49	6	13·78
			1906	7	12·36	7	13·86	6	10·16	7	13·32
			1907	5	8·46	11	19·71	12	20·93	8	13·76
			1908	5	9·98	13	25·10	3	6·63	9	17·40
...	...	Deoghur	1909	6	11·26	10	20·20	4	8·83	9	17·44
			1910	*	*	*	*	*	*	*	*
			1911				Amalgamated		with the	East Indian	
			1905	1,89	18·63	1,14	11·26	1,00	9·83	63	6·26
			1906	2,15	20·04	1,24	11·56	1,39	12·95	70	6·52
			1907	2,78	25·27	1,83	16·62	61	5·52	73	6·65
			1908	1,75	15·97	1,98	18·10	71	6·51	79	7·24
16	(*a*) & (*b*)	Dibru-Sadiya ...	1909	1,75	14·71	2,18	18·32	89	7·48	90	7·56
			1910	1,93	16·08	2,41	20·09	93	7·75	91	7·58
			1911	2,89	22·73	2,23	17·45	95	7·51	99	7·72
			1912	2,40	17·09	2,34	16·67	1,15	8·19	99	7·05
			1905	12,68	14·19	11,04	12·35	2,06	2·30	8,05	9·01
			1906	16,15	14·74	13,08	11·94	6,32	5·77	10,47	9·55
			1907	15,70	14·73	14,64	13·73	4,70	4·41	11,55	10·83
			1908	15,22	12·87	19,94	16·86	14,70	12·42	13,01	11·00
3	(*b*) to (*d*)	Eastern Bengal ...	1909	13,18	10·96	20,76	17·26	6,45	5·36	14,97	12·45
			1910	16,54	13·30	17,74	14·28	5,82	4·68	13,43	10·80
			1911	20,85	14·83	22,85	16·26	9,98	7·10	14,60	10·39
			1912	18,68	12·38	23,51	15·59	7,78	5·16	15,59	10·34
17	(*a*) & (*b*)	Gondal-Porbandar ..	1911	1,36	11·10	2,07	16·90	24	2·00	1,04	8·50
			1912	88	7·04	2,48	19·95	22	1·74	1,06	8·45
			1905	6,73	22·73	3,80	12·82	52	1·75	2,33	7·85
			1906	6,29	20·73	3,64	12·02	62	2·04	2,44	8·06
			1907	4,79	14·71	3,74	11·49	57	1·75	2,48	7·62
			1908	5,88	18·15	4,14	12·76	56	1·73	2,71	8·35
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	1909	6,79	20·86	4,55	13·98	53	1·78	2,89	8·88
			1910	5,85	16·00	4,97	13·60	69	1·89	3,15	8·61
			1911	8,66	24·76	5,18	14·81	96	2·75	3,36	9·61
			1912	8,28	18·71	6,45	14·58	1,16	2·62	3,84	8·68

* Information not furnished.

DIX 5—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (detailed in "Index" to Appendix 9).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3′ 3⅜″ Gauge—*contd.*		
1,08	12·20	*	...	22	2·52	4,35	49·32	1905			
1,08	10·83	*	...	16	1·65	4,05	40·79	1906			
1,08	10·53	*	...	21	2·10	5,97	58·24	1907			
1,08	10·19	*	...	24	2·27	4,09	38·69	1908			
									Bengal Dooars ...	(*a*) & (*b*)	13
1,01	9·57	*	...	26	2·46	3,86	36·59	1909			
1,07	9·34	*	...	18	1·57	4,26	37·20	1910			
1,07	8·89	7	0·61	24	2·00	4,55	37·88	1911			
1,08	7·53	7	0·49	25	1·74	5,17	36·05	1912			
2,06	9·19	...	...	48	2·15	10,99	49·06	1905			
1,98	8·38	...	...	48	2·05	10,98	46·58	1906			
2,25	8·16	...	...	87	3·16	12,68	45·99	1907			
2,22	7·68	...	...	60	2·09	13,20	45·79	1908			
									Bhavnagar-Gondal-Junagad-Porbandar.	...	...
2,13	7·52	...	...	60	2·12	16,16	57·08	1909			
2,08	6·48	...	...	69	2·15	14,82	46·19	1910			
99	6·38	...	...	22	1·42	6,01	38·72	1911			
1,07	6·95	...	...	28	1·82	7,36	47·79	1912	Bhavnagar	(*a*) & (*b*)	14
9,81	6·22	1,41	0·90	1,88	1·19	95,95	60·83	1905			
10,18	6·47	1,33	0·84	2,68	1·70	98,70	62·74	1906			
11,23	6·69	1,63	0·97	3,30	1·97	1,07,83	64·24	1907			
12,25	6·51	1,63	0·87	3,30	1·75	1,11,79	59·43	1908			
									Burma	(*a*) to (*c*)	15
12,84	6·59	2,43	1·25	3,61	1·86	1,23,82	63·60	1909			
13,03	6·57	2,02	1·02	4,40	2·22	1,21,90	61·49	1910			
13,05	6·31	2,28	1·10	4,24	2·05	1,34,76	65·19	1911			
13,65	6·23	2,30	1·05	4,27	1·95	1,30,26	59·47	1912			
4	7·44	...	...	...	...	30	65·89	1905			
4	7·42	...	...	...	...	31	57·12	1906			
5	9·43	...	...	...	...	41	72·29	1907			
4	7·83	...	...	...	...	34	66·94	1908			
									Deoghur	...	...
4	8·53	...	...	...	...	33	66·26	1909			
†	†	...	...	†	†	†	†	1910			
railway	system.							1911			
84	8·59	...	...	5	0·16	5,55	54·78	1905			
86	8·02	...	...	6	0·56	6,40	59·65	1906			
86	7·87	...	...	5	0·49	6,86	62·42	1907			
88	7·98	...	...	5	0·51	6,16	58·31	1908			
									Dibru-Sadiya ...	(*a*) & (*b*)	16
93	7·82	...	...	6	0·50	6,71	58·39	1909			
97	8·08	...	...	7	0·59	7,22	60·17	1910			
1,00	7·92	...	...	5	0·42	8,11	63·75	1911			
1,05	7·48	...	...	8	0·57	8,01	57·05	1912			
4,15	4·64	5,23	5·85	1,47	1·65	44,68	49·99	1905			
4,89	4·45	6,39	5·82	1,93	1·76	59,23	54·04	1906			
5,16	4·85	7,12	6·68	2,61	2·45	61,48	57·68	1907			
5,85	4·95	7,62	6·44	3,27	2·77	79,61	67·31	1908			
									Eastern Bengal ...	(*b*) to (*d*)	3
6,39	5·31	8,99	7·47	2,25	1·87	72,99	60·68	1909			
6,18	4·97	11,96	9·63	2,28	1·83	73,95	59·49	1910			
6,50	4·62	10,32	7·34	2,57	1·83	87,67	62·37	1911			
6,51	4·31	11,07	7·34	4,36	2·89	87,50	58·01	1912			
94	7·70	...	...	10	0·80	5,75	47·00	1911			
88	7·08	...	...	65	5·28	6,17	49·54	1912	Gondal-Porbandar ...	(*a*) & (*b*)	17
2,62	8·83	...	...	35	1·18	16,35	55·16	1905			
2,68	8·83	...	...	44	1·44	16,11	53·12	1906			
2,78	8·55	...	...	45	1·38	14,81	45·50	1907			
2,94	9·08	...	...	57	1·75	16,80	51·82	1908			
									Hingoli Branch and Hyderabad-Godavari Valley.	(*c*) & (*d*)	7
3,00	9·22	...	...	72	2·21	18,53	56·93	1909			
3,07	8·41	...	...	77	2·11	18,50	50·62	1910			
3,11	8·89	...	...	58	1·66	21,85	62·48	1911			
3,41	7·71	...	...	59	1·33	23,73	53·63	1912			

* Steam-boat expenses were shown with traffic expenses.
† Information not furnished.

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3⅜" Gauge—*contd.*									
18	(*a*)	Jamnagar ...	1911	31	12·50	40	16·36	8	3·36	20	7·98
			1912	32	13·32	48	19·98	5	2·01	23	9·58
			1905	4,51	12·80	5,52	15·66	85	2·42	1,98	5·61
			1906	5,95	14·59	7,04	17·27	93	2·27	2,37	5·83
			1907	6,61	17·25	7,13	18·64	1,18	3·07	2,40	6·28
19	(*a*) to (*e*)	Jodhpur-Bikaner ...	1908	5,17	14·93	7,52	21·73	1,61	4·64	2,41	6·96
			1909	6,28	16·73	7,48	19·92	1,69	4·50	2,66	7·08
			1910	4,95	10·42	8,28	17·43	1,50	3·16	3,25	6·84
			1911	5,28	8·49	10,29	16·56	1,98	3·19	3,59	5·78
			1912	7,77	11·04	12,03	17·08	2,09	2·97	4,31	6·12
20	(*a*)	Junagad ...	1911	52	11·66	67	15·02	8	1·79	37	8·30
			1912	67	12·57	85	15·95	14	2·63	47	8·82
			1905	18,81	16·21	24,38	21·01	6,06	5·23	9,36	8·07
...	...	Southern Mahratta ...	1906	17,94	14·38	27,56	22·11	6,44	5·17	10,13	8·13
			1907	20,23	14·55	28,56	20·54	9,27	6·67	11,10	7·98
			1908	19,49	11·82	36,04	21·85	8,63	5·23	12,96	7·86
			1909	21,51	13·28	37,58	23·20	9,33	5·76	13,65	8·43
6	(*c*) to (*l*)	Madras and Southern Mahratta.	1910	22,07	12·92	39,50	23·12	9,85	5·76	13,34	7·81
			1911	24,56	13·65	40,83	22·69	10,28	5·71	13,55	7·53
			1912	23,85	12·69	42,11	22·41	10,69	5·69	14,39	7·65
			1905	24	7·55	56	17·33	6	1·93	30	9·19
			1906	27	8·92	45	14·61	11	3·42	23	7·50
			1907	26	6·44	54	13·14	10	2·33	23	5·63
21	(*a*)	Morvi	1908	29	5·60	95	18·68	16	3·18	35	6·93
			1909	37	7·68	99	20·88	19	4·05	40	8·53
			1910	47	8·92	92	17·34	13	2·42	37	7·03
			1911	38	6·07	77	12·14	18	2·89	39	6·09
			1912	35	4·89	1,22	16·89	27	3·66	41	5·67
			1905	73	23·24	1,23	39·15	8	2·63	33	10·41
			1906	88	27·65	1,23	38·57	7	2·16	34	10·52
			1907	96	28·79	1,15	34·32	6	1·75	36	10·87
10	(*c*)	Nilgiri	1908	46	13·69	1,66	49·40	38	11·31	23	6·85
			1909	51	12·30	2,21	54·04	18	4·40	36	8·81
			1910	63	13·78	2,30	50·32	19	4·16	39	8·45
			1911	67	13·53	2,12	42·83	18	3·64	41	8·28
			1912	64	12·26	2,47	47·32	16	3·07	44	8·43
			1905	24,38	8·31	50,48	17·21	15,16	5·17	19,27	6·57
			1906	27,83	9·61	54,83	18·94	16,34	5·64	20,61	7·12
			1907	31,94	10·72	56,78	19·06	15,88	5·33	25,25	8·47
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	1908	35,80	13·82	61,60	23·78	15,66	6·05	25,87	9·98
			1909	61,49	11·88	57,42	21·67	15,52	5·86	26,42	9·97
			1910	30,02	10·01	56,01	18·67	14,51	4·84	27,14	9·05
			1911	35,09	10·83	62,59	19·31	15,99	4·93	28,44	8·77
			1912	28,85	8·68	71,33	21·46	15,54	4·68	27,50	8·27
			1905	3,22	16·24	2,61	13·12	78	3·92	1,58	7·93
			1906	2,90	11·76	3,68	14·77	1,06	4·33	1,99	8·10
			1907	2,54	9·18	4,28	15·47	1,32	4·79	2,40	8·68
22	(*a*) & (*b*)	Rohilkund and Kumaon	1908	2,88	10·44	4,35	15·76	1,59	5·75	2,72	9·87
			1909	4,25	14·23	4,34	14·52	1,34	4·50	2,96	9·90
			1910	3,42	15·75	4,11	18·93	1,18	5·44	2,80	12·90
			1911	4,14	12·12	4,38	12·83	1,53	4·48	2,95	8·64
			1912	4,04	9·69	4,86	11·66	1,58	3·79	3,04	7·29
			1905	49	12·52	87	22·49	31	7·95	30	7·78
			1906	60	15·19	87	22·19	26	6·64	33	8·37
			1907	82	19·74	98	23·58	31	7·37	38	9·14
10	(*f*)	Shoranur-Cochin ...	1908	48	10·73	91	20·48	30	6·71	35	7·86
			1909	43	8·33	1,09	21·15	7	1·44	46	8·88
			1910	60	10·66	1,16	20·61	24	4·27	50	8·90
			1911	74	12·33	1,19	19·71	23	3·80	47	7·81
			1912	81	12·86	1,22	19·37	27	4·29	47	7·46

DIX 5—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 9).	
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3' 3½" Gauge—*contd.*		
23	9·39	...	...	7	2·71	1,29	52·30	1911	Jamnagar ...	(*a*)	18
26	11·00	...	...	6	2·75	1,40	58·64	1912			
1,26	3·57	...	...	79	2·25	14,91	42·31	1905			
1,43	3·51	...	...	94	2·31	18,66	45·78	1906			
1,46	3·32	...	...	89	2·32	19,67	51·38	1907			
1,54	4·44	...	...	89	2·56	19,14	55·26	1908	Jodhpur-Bikaner ...	(*a*) to (*e*)	19
1,65	4·39	...	...	1,47	3·92	21,23	56·54	1909			
1,96	4·12	...	...	1,60	3·37	21,54	45·24	1910			
2,16	3·47	...	...	2,75	4·42	26,05	41·91	1911			
2,48	3·52	...	...	3,93	5·58	32,61	46·31	1912			
49	10·99	...	...	28	5·83	2,39	53·59	1911	Junagad ...	(*a*)	20
48	9·00	...	...	7	1·31	2,68	50·28	1912			
8,94	7·70	1,34	1·15	1,81	1·56	70,70	60·93	1905			
9,67	7·76	1,49	1·19	2,38	1·91	75,61	60·65	1906	Southern Mahratta ...	...	...
9,65	6·95	2,04	1·47	2,15	1·54	83,00	59·70	1907			
10,99	6·67	2,45	1·48	3,27	1·98	93,83	56·89	1908			
11,10	6·85	2,03	1·25	2,60	1·61	97,80	60·38	1909			
10,75	6·29	2,26	1·32	3,11	1·82	1,00,88	59·04	1910	Madras and Southern Mahratta.	(*c*) to (*l*)	6
11,19	6·22	2,04	1·13	4,16	2·32	1,06,61	59·25	1911			
10,85	5·77	2,09	1·11	3,72	1·98	1,07,70	57·30	1912			
28	8·59	...	...	5	1·50	1,49	46·09	1905			
35	11·29	...	...	7	2·37	1,48	48·11	1906			
35	8·53	...	...	8	1·82	1,56	37·89	1907			
34	6·63	...	...	17	3·41	2,26	44·43	1908	Morvi	(*a*)	21
32	6·94	...	...	32	6·80	2,59	54·88	1909			
29	5·51	...	...	15	2·78	2,34	44·00	1910			
31	4·92	...	...	10	1·46	2,13	33·57	1911			
37	5·17	...	...	8	1·04	2,70	37·32	1912			
21	6·61	...	...	8	2·44	2,66	84·48	1905			
21	6·46	...	...	10	3·02	2,83	88·38	1906			
22	6·48	...	...	9	2·81	2,84	85·02	1907			
14	4·17	...	...	6	1·79	2,93	87·21	1908	Nilgiri	(*c*)	10
22	5·40	...	...	7	1·72	3,55	86·87	1909			
24	5·25	...	...	10	2·19	3,85	84·15	1910			
24	4·85	...	...	8	1·62	3,70	74·75	1911			
24	4·60	...	...	10	1·91	4,05	77·59	1912			
12,94	4·41	...	...	3,62	1·24	1,25,85	42·91	1905			
12,82	4·43	...	...	4,53	1·57	1,36,96	47·31	1906			
13,97	4·69	...	...	4,40	1·48	1,48,22	49·75	1907			
15,20	5·87	...	...	5,31	2·05	1,59,44	61·55	1908	Bombay, Baroda and Central India.	(*b*) & (*g*) to (*l*)	2
14,25	5·38	...	...	4,43	1·67	1,49,53	56·43	1909			
14,94	4·98	...	...	4,76	1·58	1,47,38	49·13	1910			
15,45	4·77	...	...	7,55	2·33	1,65,11	50·94	1911			
14,32	4·31	...	...	5,19	1·56	1,62,73	48·96	1912			
1,51	7·60	...	...	43	2·15	10,13	50·96	1905			
1,72	6·29	...	...	1,27	5·17	12,57	51·12	1906			
1,95	7·05	...	...	39	1·41	12,88	46·53	1907			
2,40	8·71	...	...	35	1·25	14,29	51·78	1908	Rohilkund and Kumaon ...	(*a*) & (*b*)	22
2,22	7·42	...	...	66	2·21	15,77	52·78	1909			
2,03	9·35	...	...	39	1·80	13,93	64·17	1910			
2,29	6·71	...	...	40	1·17	15,69	45·95	1911			
2,38	5·71	...	...	58	1·39	16,48	39·53	1912			
19	4·97	...	...	10	2·58	2,26	58·29	1905			
20	5·17	...	...	10	2·66	2,36	60·22	1906			
23	5·45	...	...	9	2·18	2,81	67·46	1907			
26	5·80	...	...	14	3·30	2,44	54·88	1908	Shoranur-Cochin ...	(*f*)	10
31	6·04	...	...	19	3·62	2,55	49·46	1909			
33	5·79	...	...	23	4·09	3,06	54·32	1910			
33	5·52	...	...	15	2·58	3,11	51·75	1911			
33	5·25	...	...	20	3·18	3,30	52·41	1912			

APPEN

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3⅜" Gauge—*concld.*									
10	(*b*), (*d*), (*e*), and (*g*) to (*i*)	South Indian ...	1905	17,30	12·27	24.27	17·21	5,94	4·21	10,61	7·52
			1906	22,20	15·34	29,27	20·23	6,47	4·47	11,06	7·65
			1907	19,81	12·82	25,77	16·67	6,56	4·24	11,80	7·63
			1908	15,24	9·67	30,15	19·13	8,60	5 46	13,33	8·46
			1909	14,05	8·52	30,84	18·71	10,00	6·07	15,16	9·19
			1910	14,44	8·42	34,11	19·90	8,83	5·15	15,35	8·96
			1911	20,19	10·52	36,09	18·81	11,12	5·80	15,26	7·95
			1912	23,62	11·27	37,56	17·92	10,55	5·03	15,85	7·56
23	(*a*)	Udaipur-Chitorgarh ...	1905	34	16·45	31	15·09	5	2·26	17	8·16
			1906	37	14·97	34	13·59	5	2·16	18	7·33
			1907	37	14·61	33	13·21	6	2·33	20	8·07
			1908	39	16·49	33	13·73	7	2·72	23	9·66
			1909	39	16·17	34	14·15	7	2·68	19	7·89
			1910	33	13·19	36	14·30	9	3·73	20	8·08
			1911	38	13·40	37	12·89	9	3·39	22	7·67
			1912	40	13·18	50	16·43	11	3·52	22	7·34
		2' 6" Gauge.									
25	(*a*)	Arrah-Sasaram Light ...	1911	23	17·36	20	15·13	2	1·90	23	16·96
			1912	28	16·18	25	14·80	4	2·52	32	18·39
27	(*a*)	Baraset-Basirhat Light ...	1905	14	12·54	12	11·20	3	3·24	19	17·23
			1906	18	12·33	16	10·48	6	3·89	24	15·69
			1907	20	11·70	24	13·99	8	4·32	27	15·72
			1908	22	14·83	27	17·80	9	6·06	24	16 38
			1909	32	18·37	29	16·54	6	3·65	29	16·85
			1910	50	21·27	45	19·55	10	4·40	40	16·85
			1911	51	18·26	44	15·62	7	2 62	48	17·27
			1912	41	12·13	50	14·78	8	2·41	57	16·94
28	(*a*)	Barsi Light	1905	10	4·55	23	10·49	5	2·18	16	7·63
			1906	11	5·15	27	12·50	6	2 53	21	9·62
			1907	62	11·40	1,02	18·80	11	1·97	45	8·33
			1908	30	6·94	82	19·13	10	2·30	40	9·39
			1909	31	4·80	86	13·34	5	0·85	41	6·35
			1910	43	6·16	1,03	14·81	22	3·15	47	6·76
			1911	37	4·97	1,18	15·83	19	2·49	58	7·86
			1912	71	6·90	1,69	16·42	27	2·64	70	6·74
29	(*a*)	Bukhtiarpore-Bihar Light	1905	11	12·56	14	16·08	3	3·41	19	21·52
			1906	13	11·92	17	15·04	4	3·76	23	20·78
			1907	13	11·88	18	15·86	4	3 31	24	21·73
			1908	12	11·19	19	17·37	5	3·98	22	20 24
			1909	15	9·94	38	25·24	6	3·99	28	18·22
			1910	12	9·82	20	15·82	4	3·13	24	19·26
			1911	11	8·07	21	15·57	3	2·06	25	18·36
			1912	14	5·79	34	13·78	7	2·79	35	13·80
31	(*a*)	Champaner-Shivrajpur Light	1911	14	21·81	14	21·85	3	4·53	9	13·55
			1912	13	15·07	20	22·46	2	1·94	10	11·67
32	(*a*)	Cutch	1905	1	3·51	4	14·04	1	3·51	1	5·57
			1906	6	14·83	9	22·75	1	3·15	4	9·57
			1907	3	7·49	8	18·78	2	4·94	3	7·17
			1908	3	7·47	8	20·83	4	9·29	4	10·52
			1909	10	11·72	12	13·87	4	5·13	8	9·24
			1910	12	12·73	12	12·78	4	4·43	7	7·75
			1911	14	13 79	15	15·06	4	3·68	7	7·27
			1912	15	14·90	17	16·32	3	3·27	7	7·53
33	(*a*)	Dehri-Rohtas Light ...	1911	9	8·94	6	24·48	2	7·70	15	63·02
			1912	11	13·34	7	9·22	3	3·52	15	18·51

DIX 5—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (detailed in "Index" to Appendix 9).	
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3' 3½" Gauge—*concld.*		
8,96	6·36	...	...	2,69	1·90	69,77	49·47	1905	South Indian ...	(*b*), (*d*), (*e*) and (*g*) to (*i*)	10
9,50	6·57	...	...	2,50	1·73	81,00	55 99	1906			
9,61	6·21	...	...	2,98	1·94	76,53	49·51	1907			
10,03	6·36	...	...	5,57	3·53	82,92	52·61	1908			
10,01	6·07	...	...	5,37	3·26	85,43	51·82	1909			
10,41	6·07	...	...	5,35	3·12	88,49	51·62	1910			
10,79	5·62	...	...	6,00	3·13	99,45	51·83	1911			
11,35	5·41	...	...	7,07	3·37	1,06,00	50·56	1912			
13	6·49	...	...	4	1·74	1,04	50·19	1905	Udaipur-Chitorgarh ...	(*a*)	23
14	5·83	...	...	4	1·45	1,12	45·33	1906			
14	5·74	...	...	4	1·47	1,14	45·43	1907			
15	6·23	...	...	4	1·76	1,21	50·59	1908			
14	5·76	...	...	5	1·97	1,18	48·62	1909			
15	5·80	...	...	5	1·95	1,18	47·05	1910			
16	5·66	...	...	9a	3·06	1,31	46·07	1911			
16	5·22	...	...	9	2·81	1,48	48·50	1912			
									2' 6" Gauge.		
20	14·73	...	...	1	0·62	89	66·79	1911	Arrah-Sasaram Light ...	(*a*)	25
22	12 88	...	...	1	0·77	1,13	65·54	1912			
6	5·24	...	...	1	0·48	55	49·93	1905	Baraset-Basirhat Light ...	(*a*)	27
6	4·23	...	...	1	0·61	71	47·23	1906			
7	3·87	...	...	1	0·66	87	50·26	1907			
7	4·84	...	...	1	0·78	90	60·69	1908			
7	4·27	...	...	2	0·77	1·05	60·45	1909			
14	5·93	...	...	2	0·89	1,62	68·89	1910			
14	5·08	...	...	2	0 82	1,66	59·67	1911			
16	4·72	...	...	4	1·01	1,76	51·99	1912			
22	9·88	...	...	4	1·66	80	36·39	1905	Barsi Light ...	(*a*)	28
40	18·46	...	...	4	1·64	1,09	49·90	1906			
93	17·67	...	...	3	0·59	3,19	58·76	1907			
22	21·24	...	...	5	1·08	2,59	60·08	1908			
88	13·60	...	...	4	0·64	2,55	39·58	1909			
88	12·64	...	...	5	0·66	3,08	44·18	1910			
1,09	14 59	...	...	5	0·70	3,46	46·44	1911			
1,09	10·56	...	...	19	1·79	4,65	45·05	1912			
5	5·88	...	...	1	0·39	53	59·84	1905	Bukhtiarpore-Bihar Light	(*a*)	29
5	4·66	...	...	1	0·61	63	56·77	1906			
5	4·83	...	...	1	0·84	65	58·45	1907			
6	5·46	...	...	1	0·80	65	59·04	1908			
6	3·75	...	...	1	0·56	94	61·70	1909			
6	5·30	...	...	3	2·66	69	55·99	1910			
9	6·73	...	...	3	1·99	72	53·38	1911			
10	3·86	...	...	8	3·08	1,08	43·10	1912			
8	13·34	...	...	1	0·66	49	75·74	1911	Champaner-Shivrajpur Light.	(*a*)	31
10	11·93	...	...	1	0·79	56	63·86	1912			
...	...	...	...	...	...	7	26·63	1905	Cutch	(*a*)	32
...	...	...	...	...	...	20	50·54	1906			
3	5·93	...	...	...	...	19	44·31	1907			
3	6·30	...	...	...	...	22	54 41	1908			
3	3·65	...	...	...	...	37	43·61	1909			
2	2·55	...	...	...	...	37	40·24	1910			
2	2·25	...	...	...	...	42	42·05	1911			
3	2·63	...	...	...	...	45	44·67	1912			
4	16·93	...	...	...	...	36	151·07	1911	Dehri-Rohtas Light ...	(*a*)	33
6	8·22	...	...	3	3·36	45	53·17	1912			

APPEN

Details of working expenses of each railway

Classification No. of railway (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ Gauge—contd.									
			1908	13	58·88	7	31·44	1	4·85	6	29·85
			1909	5	15·39	9	23·93	2	5·90	7	19·92
34	(*a*)	Dholpur-Bari ...	1910	6	13·12	9	17·95	2	5·20	5	10·19
			1911	6	14·10	6	15·00	3	7·71	5	12·15
			1912	6	15·24	10	25·19	4	9·81	5	13·63
			1905	9	1·14	1,77	23·46	22	2·98	67	8·93
...	...	Kalka-Simla ...	1906	1,05	13·71	1,67	21·81	17	2·30	85	11·11
			1907	...	...	...	...	...	Amalgamated	with the	
38	(*a*)	Madaya Light ...	1912	Information		not furnished.		...	...	...	...
			1905	6	46·15	3	23·08	2	15·39	2	15·38
			1906	5	6·33	37	46·84	11	13·92	14	17·72
			1907	23	25·21	29	30·76	9	9·67	11	11·91
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1908	19	20·27	42	45·59	10	11·29	7	8·04
			1909	20	23·53	49	57·64	5	5·88	7	8·24
			1910	24	23·30	39	37·87	5	4·85	8	7·77
			1911	31	29·25	39	36·79	5	4·72	7	6·60
			1912	29	25·66	41	36·28	4	3·54	8	7·08
			1905	5	15·93	6	18·49	2	5·33	4	13·93
			1906	7	14·75	7	15·62	4	9·27	4	9·08
			1907	6	13·78	7	16·81	2	5·01	5	10·70
			1908	6	12·25	7	13·33	1	2·32	5	10·78
1	(*d*)	Mourbhanj	1909	7	12·50	10	17·94	5	9·28	7	12·67
			1910	12	21·08	9	14·88	2	3·83	7	12·18
			1911	6	9·68	9	14·52	4	6·45	7	11·29
			1912	8	15·69	6	11·77	5	9·80	7	13·72
			1905	5	18·21	9	32·44	1	3·71	4	13·61
			1906	6	25·79	16	72·37	5	22·62	3	14·94
			1907	7	28·20	17	65·99	2	8·24	3	13·25
			1908	8	31·80	8	31·63	3	10·76	4	12·85
1	(*f*)	Parlakimedi Light ...	1909	7	26·52	6	24·12	...	...	4	14·84
			1910	5	19·41	7	24·03	1	3·35	3	11·50
			1911	8	24·24	8	24·24	2	6·06	3	9·09
			1912	10	25·00	9	22·50	3	7·50	3	7·50
			1905	15	16·17	15	16·06	5	5·71	9	10·03
			1906	15	15·17	17	17·43	6	5·79	9	9·10
			1907	15	17·02	17	19·79	4	4·95	8	9·58
22	(*c*)	Powayan Light ...	1908	14	17·18	20	24·88	3	3·01	7	9·17
			1909	13	14·03	21	22·94	4	3·86	8	9·30
			1910	14	14·70	19	19·66	5	5·75	8	8·85
			1911	14	13·24	19	18·57	6	5·86	10	9·03
			1912	16	16·00	18	17·96	7	6·68	10	10·18
			1907	14	13·80	27	26·23	4	3·85	22	21·33
			1908	42	12·78	55	16·40	9	2·84	45	13·34
40	(*a*)	Shahdara (Delhi)-Saharanpur Light.	1909	33	8·11	58	14·36	11	2·62	63	15·43
			1910	45	8·88	62	12·38	8	1·70	64	12·76
			1911	44	8·26	59	10·97	8	1·53	66	12·41
			1912	58	9·49	66	10·80	10	1·66	72	11·86
			1905	13	14·92	17	19·59	4	4·09	17	20·16
			1906	13	13·17	16	16·07	4	4·26	19	18·57
			1907	14	12·47	22	19·98	5	4·57	20	17·90
			1908	14	12·74	26	23·27	6	5·02	20	18·09
41	(*a*)	Tarkessur-Magra Light	1909	16	12·89	26	21·00	8	6·59	21	17·02
			1910	15	11·95	21	16·60	7	5·71	22	18·12
			1911	16	12·41	21	17·06	8	6·25	23	18·18
			1912	16	11·82	20	15·53	6	4·64	23	17·50

DIX 5—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 9.)	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									2′ 6″ Gauge—*contd.*		
4	24·77	...	...	1	2·95	32	152·74	1908			
6	16·24	...	...	1	2·68	30	84·06	1909			
6	12·53	...	...	...	...	28	58·99	1910	Dholpur-Bari ...	(*a*)	34
6	15·44	...	...	1	1·10	27	65·50	1911			
6	15·61	...	...	1	0·79	32	80·27	1912			
62	8·41	...	...	14	1·81	3,51	46·73	1905			
77	10·15	...	...	6	0·74	4,57	59·82	1906	Kalka-Simla	...	...
North Western railway.			...	...	...	...	...	1907			
...	...	...	...	...	...	...	...	1912	Madaya Light ...	(*a*)	38
...	...	...	...	1	7·69	14	107·69	1905			
8	10·13	...	...	6	7·59	81	102·53	1906			
7	7·40	...	...	5	5·37	84	90·32	1907			
5	5·86	...	...	3	3·46	86	94·51	1908			
7	8·24	...	...	3	3·53	91	107·06	1909	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	(*f*) & (*k*)	10
5	4·85	...	...	2	1·94	83	80·58	1910			
5	4·72	...	...	1	0·94	88	83·02	1911			
6	5·81	...	...	2	1·77	90	79·64	1912			
5	16·33	...	...	...	...	22	70·01	1905			
1	2·45	...	...	...	...	23	51·17	1906			
2	4·66	...	...	...	...	22	50·46	1907			
2	4·29	...	...	1	0·65	22	43·62	1908			
2	3·37	...	...	...	...	31	56·25	1909	Mourbhanj	(*d*)	1
2	3·56	...	...	1	1·17	33	56·70	1910			
2	3·22	...	...	1	1·61	29	46·77	1911			
2	3·92	...	...	...	...	28	54·90	1912			
4	15·55	...	...	...	...	28	83·52	1905			
1	6·42	...	...	...	...	31	145·14	1906			
2	7·42	...	...	...	...	31	123·10	1907			
2	9·78	...	...	...	...	25	96·82	1908			
2	8·07	...	...	...	...	19	78·05	1909	Parlakimedi Light ...	(*f*)	1
2	7·20	...	...	1	4·01	19	69·50	1910			
2	6·06	...	...	...	...	23	69·69	1911			
2	5·00	...	...	1	2·50	28	70·00	1912			
11	11·27	...	...	1	1·13	56	60·37	1905			
12	11·81	...	...	1	1·04	60	60·34	1906			
7	7·90	...	...	1	1·10	52	60·34	1907			
5	6·11	...	...	...	...	49	60·35	1908			
8	9·19	...	...	1	1·03	55	60·35	1909	Powayan Light ...	(*c*)	22
10	10·43	...	...	1	0·91	57	60·31	1910			
12	11·85	...	...	1	0·55	62	60·00	1911			
9	8·64	...	...	1	0·80	61	60·26	1912			
4	4·14	...	...	1	1·20	72	70·55	1907			
36	10·71	...	...	6	1·66	1,94	57·73	1908			
39	9·70	...	...	6	1·48	2,10	51·70	1909	Shahdara (Delhi)-Saharanpur Light.	(*a*)	40
38	7·59	...	...	8	1·51	2,25	44·80	1910			
38	7·06	...	...	7	1·38	2,22	41·61	1911			
42	6·83	...	...	8	1·23	2,56	41·87	1912			
14	16·05	...	...	...	...	65	74·81	1905			
13	13·32	...	...	2	1·87	67	67·26	1906			
14	12·51	...	...	1	1·27	76	68·70	1907			
14	12·06	...	...	3	1·86	83	73·04	1908			
13	10·66	...	...	2	1·80	86	69·46	1909	Tarkessur-Magra Light...	(*a*)	41
15	12·25	...	...	1	0·73	81	65·36	1910			
15	11·68	...	...	1	0·52	84	66·05	1911			
16	12·50	...	...	1	0·70	82	62·69	1912			

Details of working expenses of each railway

Classification No. of railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2' 6" Gauge—*concld.*									
			1905	14	13·24	20	19·01	10	9·47	18	17·76
			1906	14	11·87	21	17·99	12	10·28	18	15·83
			1907	16	14·71	21	18·37	12	10·76	18	16·05
			1908	15	17·28	15	16·94	7	7·13	15	16·90
42	(a)	Tezpore-Balipara Light ...	1909	12	13·97	13	14·87	8	9·76	14	16·57
			1910	14	14·73	13	14·08	9	9·90	15	16·02
			1911	24	20·77	14	11·77	11	9·96	17	14·92
			1912	16	13·13	16	13·36	18	15·23	19	15·29
		2' 0" Gauge.									
			1905	1,20	12·33	1,68	17·30	52	5·39	80	8·23
			1906	1,34	13·67	1,65	16·79	53	5·46	85	8·68
			1907	1,00	10·51	1,44	15·16	56	5·85	85	8·90
			1908	98	10·40	1,52	16·03	46	4·88	91	9·67
43	(a)	Darjeeling-Himalayan ...	1909	85	8·63	1,77	17·87	48	4·87	98	9·87
			1910	94	9·40	1,74	17·37	59	5·85	1,00	9·90
			1911	1,04	10·15	1,80	17·47	57	5·54	1,02	9·87
			1912	1,11	9·76	1,97	17·31	77	6·70	98	8·63
			1905	34	10·34	39	11·81	18	5·41	45	13·58
			1906	32	9·21	55	15·55	21	5·87	51	14·42
			1907	33	8·94	49	13·14	16	4·29	54	14·48
			1908	44	10·99	61	15·29	20	5·02	58	14·45
44	(a)	Howrah-Amta Light ...	1909	59	13·40	65	14·81	16	3·70	66	15·21
			1910	56	11·54	83	17·20	33	6·85	67	13·82
			1911	51	10·19	65	13·06	26	5·17	69	13·90
			1912	51	9·18	67	12·02	18	3·24	80	14·30
			1905	11	13·02	9	10·66	5	5·67	20	22·20
			1906	11	11·96	12	13·06	3	4·01	22	23·35
			1907	12	12·43	13	13·96	4	4·75	21	21·61
			1908	16	15·82	17	16·89	7	7·27	21	20·88
45	(a)	Howrah-Sheakhala Light	1909	18	16·68	17	15·83	5	4·48	23	21·47
			1910	11	9·67	12	9·95	3	2·48	21	17·30
			1911	16	12·28	13	10·37	3	2·59	22	17·45
			1912	16	11·33	14	10·25	3	1·98	23	16·00
46	(a)	Jagadhri Light ...	1911	1	19·36	3	40·60	...	...	2	20·65
			1912	3	10·94	9	37·66	1	4·07	7	27·24
			1905	19	24·13	23	29·85	7	8·42	14	17·75
			1906	22	23·90	25	26·77	6	5·98	14	15·63
			1907	26	27·84	27	29·88	9	10·63	15	15·93
			1908	23	22·71	31	30·02	6	6·32	16	15·99
47	(a)	Jorhat (Provincial) ...	1909	16	16·20	35	34·70	4	4·47	18	17·71
			1910	22	22·97	28	28·84	8	8·68	14	15·05
			1911	21	19·27	24	22·02	7	6·42	14	12·84
			1912	22	18·03	25	20·49	8	6·57	15	12·29
			1910	...	...	1	63·51	...	...	...	...
48	(a)	Pipar Road-Bhavi Light...	1911	3	19·87	5	30·90	1	5·68	2	10·75
			1912	4	18·38	9	37·78	1	5·09	2	11·27
			1905	4,81,54	11·55	7,02,86	16·84	1,84,06	4·41	3,31,02	7·94
			1906	5,43,70	12·32	7,72,99	17·51	1,93,71	4·50	3,71,48	8·41
			1907	5,99,19	12·67	8,58,42	18·15	2,18,30	4·61	4,17,67	8·83
		Total of all railways	1908	6,22,19	13·88	9,76,59	21·79	2,63,37	5·88	4,55,21	10·15
			1909	5,82,95	12·39	9,52,19	20·23	2,54,42	5·40	4,63,54	9·85
			1910	6,35,86	12·43	9,51,61	18·61	2,52,63	4·94	4,77,91	9·34
			1911	6,97,47	12·62	10,00,77	18·10	2,85,76	5·17	4,97,06	8·99
			1912	6,80,82	11·04	10,68,70	17·33	2,90,08	4·71	5,27,43	8·56

DIX 5—*concld.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 9.)	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									2′ 6″ Gauge—*concld.*		
13	12·80	...	...	1	1·52	76	73·80	1905			
14	12·16	...	...	1	1·38	80	69·51	1906			
14	12·69	...	...	2	1·47	83	74·05	1907			
14	15·89	...	...	2	2·29	68	76·43	1908	Tezpore-Balipara Light ...	(a)	42
14	15·74	...	...	1	1·61	62	72·52	1909			
15	16·18	...	...	2	1·49	68	72·40	1910			
15	13·39	...	...	2	1·42	83	72·23	1911			
16	13·57	...	...	1	0·65	86	71·23	1912			
									2′ 0″ Gauge.		
1,11	11·36	...	...	32	3·29	5,63	57·90	1905			
1,11	11·29	...	...	31	3·18	5,79	59·07	1906			
1,06	11·21	...	...	30	3·18	5,21	54·81	1907			
1,05	11·09	...	...	31	3·31	5,23	55·38	1908	Darjeeling-Himalayan ...	(a)	43
1,02	10·29	...	...	39	3·99	5,49	55·52	1909			
1,01	10·08	...	...	34	3·36	5,62	55·96	1910			
1,07	10·37	...	...	35	3·46	5,85	56·86	1911			
1,08	9·46	...	...	37	3·25	6,28	55·11	1912			
13	3·83	...	...	1	0·45	1,50	45·42	1905			
13	3·80	...	...	2	0·60	1,74	49·45	1906			
13	3·54	...	...	2	0·74	1,67	45·13	1907			
16	4·06	...	...	3	0·86	2,02	50·67	1908	Howrah-Amta Light ...	(a)	44
17	3·86	...	...	3	0·81	2,26	51·79	1909			
24	4·90	...	...	5	1·17	2,68	55·48	1910			
27	5·34	...	...	8	1·70	2,46	49·36	1911			
29	5·24	...	...	8	1·34	3,53	45·32	1912			
5	5·25	...	...	...	...	50	56·80	1905			
5	5·88	...	...	1	0·85	54	59·11	1906			
5	5·08	...	...	1	0·98	56	58·81	1907			
5	4·69	...	...	1	1·00	67	66·05	1908	Howrah-Sheakhala Light	(a)	45
5	4·70	...	...	1	1·00	69	64·16	1909			
8	6·57	...	...	1	1·14	56	47·11	1910			
9	6·92	...	...	1	1·07	64	50·68	1911			
9	6·55	...	...	1	0·82	66	46·93	1912			
1	6·75	...	...	...	...	7	87·36	1911	Jagadhri Light ...	(a)	43
3	13·22	...	...	...	...	23	93·13	1912			
12	15·68	...	...	1	1·04	76	96·87	1905			
12	12·82	...	...	1	0·86	80	85·96	1906			
13	14·21	...	...	1	0·94	91	99·43	1907			
13	13·04	...	...	1	0·78	90	88·86	1908	Jorhat (Provincial) ...	(a)	47
14	14·56	...	...	1	1·02	88	88·66	1909			
15	15·57	...	...	1	1·05	88	92·16	1910			
11	10·09	...	...	1	0·92	78	71·56	1911			
15	12·29	...	...	4	3·28	89	72·95	1912			
...	...	...	...	...	...	1	63·51	1910	Pipar Road-Bhavi Light	(a)	48
...	...	...	...	...	...	11	67·20	1911			
1	3·51	...	...	...	...	17	76·03	1912			
1,86,96	4·49	18,01	0·43	91,85	2·19	19,95,80	47·85	1905			
1,98,15	4·49	19,72	0·45	97,47	2·21	22,02,22	49·89	1906			
2,11,49	4·47	21,84	0·46	1,05,40	2·23	24,32,31	51·42	1907			
2,34,29	5·16	26,95	0·60	1,24,65	2·78	27,00,25	60·24	1908	Total of all railways.		
2,35,07	4·99	25,76	0·55	1,24,55	2·65	26,38,48	56·06	1909			
2,35,29	4·60	26,94	0·53	1,35,43	2·65	27,15,72	53·10	1910			
2,42,63	4·39	25,23	0·46	1,35,00	2·44	28,33,92	52·17	1911			
2,52,46	4·09	26,48	0·43	1,69,95	2·76	30,15,92	48·92	1912			

APPENDIX 6.

General results of working each railway system.

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" GAUGE.									
1	(*a*) to (*c*), (*e*), (*g*) and (*i*)	Bengal-Nagpur	1905	1,974·77	5,851	26,87,69	2,44,71	1,10,67	1,34,04	*45·22	4·99
			1906	1,996·50	6,458	27,82,09	2,69,47	1,27,96	1,41,51	*47·49	5·09
			1907	2,113·35	6,944	30,14,72	2,89,30	1,41,34	1,48,46	*48·77	4·92
			1908	2,300·86	6,886	31,94,80	2,71,56	1,57,49	1,14,07	*57·99	3·57
			1909	2,348·63	7,074	33,61,56	2,87,72	1,56,30	1,31,42	*54·32	3·91
			1910	2,395·39	7,810	34,13,96	3,08,53	1,58,21	1,50,32	*51·28	4·40
			1911	2,488·92	8,592	35,24,88	3,39,70	1,71,48	1,68,22	*50·48	4·77
			1912	2,489·92	9,526	35,72,18	4,02,63	1,84,14	2,18,49	*45·74	6·12
2	(*a*), (*c*) to (*f*), and (*m*) to (*o*)	Bombay, Baroda and Central India.	1905	858·43	3,365	14,70,59	2,11,73	92,47	1,19,26	43·67	8·11
			1906	859·80	3,608	14,73,61	2,19,23	1,03,54	1,15,69	47·23	7·85
			1907	960·80	4,137	15,84,03	2,31,42	1,01,52	1,29,90	43·87	8·20
			1908	996·43	4,357	17,01,24	2,27,19	1,19,79	1,07,40	52·73	6·31
			1909	1,199·15	4,647	20,17,63	2,49,22	1,20,30	1,28,92	48·27	6·39
			1910	1,199·15	5,150	20,44,89	2,82,50	1,38,50	1,44,00	49·03	7·04
			1911	1,199·15	6,005	21,21,11	3,06,80	1,49,61	1,57,19	48·76	7·44
			1912	1,351·09	6,892	24,01,01	3,56,03	1,79,17	1,76,86	50·32	7·42
3	(*a*)	Eastern Bengal	1905	497·95	2,760	10,65,90	1,24,66	69,52	55,14	55·77	5·17
			1906	497·95	3,322	10,90,96	1,41,12	83,13	57,99	58·90	5·32
			1907	507·47	3,761	12,17,18	1,64,21	1,03,42	60,79	62·98	4·99
			1908	507·47	3,867	13,01,39	1,80,78	1,14,14	46,64	70·99	3·58
			1909	507·23	3,898	13,60,76	1,62,69	1,09,37	53,32	67·22	3·92
			1910	511·43	3,890	14,08,24	1,65,28	95,47	69,81	57·76	4·96
			1911	512·16	4,234	14,40,21	1,81,23	1,18,19	63,04	62·45	4·72
			1912	511·86	4,420	15,07,10	1,99,18	1,19,46	79,72	59·97	5·29
4	(*a*) to (*d*)	East Indian ...	1905	2,235·65	16,246	52,77,77	7,79,46	2,82,15	4,97,31	36·20	9·42
			1906	2,428·39	17,346	54,61,26	8,26,07	3,21,75	5,04,32	38·95	9·23
			1907	2,471·64	19,230	59,27,41	8,37,91	3,35,46	5,02,45	40·04	8·48
			1908	2,476·94	20,910	61,46,02	8,53,25	3,91,80	4,61,45	45·92	7·51
			1909	2,475·83	19,416	62,78,35	8,28,70	3,32,49	4,96,21	40·12	7·90
			1910	2,506·30	19,527	63,20,57	8,90,33	3,49,84	5,40,49	39·29	8·55
			1911	2,559·88	21,289	64,22,04	9,57,61	3,75,27	5,82,34	39·19	9·07
			1912	2,624·61	22,914	65,84,16	10,51,66	3,95,67	6,55,99	37·62	9·96
5	(*a*) to (*k*)	Great Indian Peninsula.	1905	2,989·10	15,276	48,19,72	6,30,44	3,05,37	3,25,07	48·44	6·74
			1906	2,997·29	15,846	48,99,63	6,44,02	3,22,01	3,22,01	50·00	6·57
			1907	3,009·90	17,931	50,61,33	6,88,54	3,65,13	3,23,41	53·03	6·39
			1908	3,033·59	17,277	53,30,42	6,05,63	3,76,79	2,28,84	62·21	4·29
			1909	3,157·43	17,763	54,25,04	6,61,11	3,81,36	2,79,75	57·69	5·16
			1910	3,164·12	18,871	55,77,74	7,34,34	4,12,70	3,21,64	56·20	5·77
			1911	3,164·66	20,243	57,13,62	7,74,50	4,28,33	3,46,17	55·30	6·06
			1912	3,168·57	21,448	58,72,37	8,65,79	4,67,21	3,98,58	53·96	6·79
...	...	Madras ...	1905	1,411·08	5,174	20,47,39	2,08,41	1,22,39	86,02	58·73	4·20
			1906	1,467·43	5,065	21,92,71	2,18,90	1,27,09	86,81	59·42	3·96
			1907	1,490·19	5,384	22,63,43	2,20,60	1,48,04	72,56	67·10	3·21
6	(*a*) and (*b*)	Madras and Southern Mahratta.	1908	1,041·61	4,599	16,80,91	1,66,21	1,20,73	45,48	72·64	2·71
			1909	1,041·61	4,313	17,18,61	1,80,92	1,07,42	73,50	59·37	4·28
			1910	1,041·61	4,423	17,49,13	1,89,68	1,08,20	81,48	57·04	4·66
			1911	1,041·61	4,356	17,85,74	1,98,11	1,08,32	89,79	54·68	5·03
			1912	1,041·61	4,584	17,92,95	2,18,42	1,13,88	1,04,54	52·14	5·83
7	(*a*) & (*b*)	Nizam's Guaranteed State.	1905	350·71	973	4,47,65	46,26	15,72	30,54	33·98	6·82
			1906	350·71	1,072	4,48,26	48,33	18,43	29,90	38·13	6·67
			1907	350·71	1,145	4,61,17	53,01	18,14	34,87	34·22	7·56
			1908	350·71	1,149	4,67,92	50,38	18,31	32,07	36·34	6·85
			1909	350·71	1,216	4,80,00	50,04	22,08	27,96	44·12	5·83
			1910	350·71	1,493	4,84,14	56,58	26,53	30,05	46·89	6·20
			1911	350·71	1,476	4,75,56	60,62	32,08	28,54	52·92	6·00
			1912	350·71	1,468	4,97,19	61,61	27,80	33,81	45·12	6·80

* See Appendix 9.

APPENDIX 6—*contd.*

General results of working each railway system.

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ GAUGE—*concld.*									
8	(*a*) to (*m*)	North Western—									
		Commercial section.	1905*	2,854·52	15,211	42,52,40	5,95,86	2,81,14	3,14,72	47·18	7·40
			1906*	3,063·11	15,920	45,51,10	6,35,58	3,09,24	3,26,34	48·65	7·17
			1907	3,172·42	17,629	49,91,84	7,36,94	3,51,96	3,84,98	47·76	7·71
			1908	3,172·20	17,123	54,05,01	5,83,89	4,28,69	1,55,20	73·42	2·87
			1909	3,277·65	17,354	58,00,17	6,90,72	4,25,25	2,65,47	61·57	4·58
			1910	3,509·56	17,387	60,35,79	7,70,36	4,66,56	3,03,80	60·56	5·03
			1911	3,623·92	18,751	63,43,75	8,32,96	4,64,50	3,68,46	55·77	5·81
			1912	3,648·26	19,915	65,63,45	9,57,39	4,67,37	4,90,02	48·82	7·47
		Military section.	1905	1,256·56	2,498	17,83,30	46,28	43,97	+2,41	94·81	0·14
			1906	1,256·31	2,829	17,87,94	50,29	50,83	—54	101·07	...
			1907	1,253·61	2,886	17,92,79	50,96	57,37	—6,41	112·58	...
			1908	1,257·04	3,205	18,30,46	53,17	78,72	—25,55	148·05	...
			1909	1,257·04	3,286	18,31,29	51,67	72,75	—21,08	140·80	...
			1910	1,257·04	3,097	18,36,16	53,52	65,57	—12,05	122·51	...
			1911	1,256·32	3,094	18,41,31	56,45	66,27	—9,82	117·39	...
			1912	1,255·33	2,206	18,44,36	58,56	58,65	—9	100·15	...
		Total commercial and military sections.	1905*	4,111·08	17,709	60,35,70	6,42,24	3,25,11	3,17,13	50·62	5·23
			1906*	4,319·42	18,749	63,39,04	6,85,87	3,60,07	3,25,80	52·50	5·14
			1907	4,426·03	20,515	67,84,63	7,87,90	4,09,33	3,78,57	51·95	5·58
			1908	4,429·24	20,328	72,35,47	6,37,06	5,07,41	1,29,65	79·65	1·79
			1909	4,534·69	20,640	76,31,46	7,42,39	4,98,00	2,44,39	67·08	3·20
			1910	4,766·60	20,484	78,71,95	8,23,88	5,32,13	2,91,75	64·58	3·71
			1911	4,880·24	21,845	81,85,06	8,89,41	5,30,77	3,58,64	59·67	4·38
			1912	4,903·59	22,821	84,07,81	10,15,95	5,26,02	4,89,93	51·77	5·77
9	(*a*) to (*e*)	Oudh and Rohilkhand.	1905	1,276·69	4,976	15,46,33	1,56,99	92,21	64,78	58·74	4·19
			1906	1,324·20	5,183	15,95,10	1,68,01	88,53	79,48	52·69	4·98
			1907	1,334·87	5,301	16,69,48	1,85,80	1,18,24	67,56	63·64	4·05
			1908	1,334·87	4,940	17,45,63	1,65,38	1,13,21	52,17	68·45	2·99
			1909	1,342·56	4,970	17,92,61	1,65,56	1,17,77	47,79	71·14	2·67
			1910	1,438·79	5,198	18,63,31	1,87,08	96,26	90,82	51·45	4·87
			1911	1,545·81	5,725	19,02,02	2,08,20	1,01,16	1,07,04	48·59	5·66
			1912	1,636·18	6,925	20,48,09	2,49,60	1,07,63	1,41,97	43·12	7·39
10	(*a*)	South Indian ...	1908	445·94	1,420	6,42,28	57,25	32,00	25,25	55·90†	3·93
			1909	445·94	1,742	6,43,58	62,30	34,12	28,18	54·76†	4·38
			1910	445·94	1,772	6,61,74	63,39	38,44	24,95	60·63†	3·77
			1911	445·94	1,835	6,57,73	69,66	31,53	38,13	45·26†	5·80
			1912	445·94	2,012	6,68,14	74,16	38,94	35,22	52·51†	5·27
		3′ 3¼″ GAUGE.									
11	(*a*)	Assam-Bengal ...	1905	775·28	1,485	12,99,28	34,83	32,99	1,84	94·75	0·14
			1906	775·28	1,596	13,19,38	42,20	37,92	4,28	89·86†	0·32
			1907	775·28	1,771	13,40,44	48,90	42,50	6,40	86·91†	0·48
			1908	775·28	1,900	13,73,46	46,97	46,43	54	98·87†	0·04
			1909	770·84	1,788	14,08,36	49,15	44,67	4,48	90·90†	0·32
			1910	789·89	1,786	14,39,04	51,70	43,86	7,84	84·83†	0·54
			1911	789·89	1,846	14,52,51	55,76	44,38	11,38	79·59†	0·78
			1912	804·99	1,938	14,72,74	64,60	47,20	17,30	73·18†	1·17
12	(*a*) & (*b*)	Bengal and North Western.	1905	1,466·77	4,319	11,92,33	1,23,61	53,31	70,30	43·13	5·90
			1906	1,546·48	4,988	12,71,07	1,43,83	63,93	79,90	44·45	6·29
			1907	1,778·44	5,501	14,53,80	1,64,99	73,05	91,94	44·28	6·32
			1908	1,791·42	5,707	14,88,24	1,61,49	72,93	88,56	45·16	5·95
			1909	1,866·25	5,622	15,31,67	1,56,20	72,50	83,70	46·42	5·46
			1910	1,893·27	5,801	15,40,71	1,67,72	70,84	96,88	42·25	6·29
			1911	1,944·88	5,986	15,69,03	1,88,45	78,17	1,10,28	41·47	7·03
			1912	1,968·78	6,396	17,18,93	2,10,80	72,00	1,38,80	34·16	8·07

*Excludes the Kalka-Simla railway, the working of which was made over to the North Western railway from 1st January 1907.
†See Appendix 9.

APPENDIX 6—*contd.*

General results of working each railway system.

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3⅜″ GAUGE—*contd.*									
			1905	152·96	263	1,15,19	8,32	4,35	4,47	49·32	3·88
			1906	152·96	244	1,17,32	9,93	4,05	5,88	40·79	5·01
			1907	152·96	246	1,18,27	10,25	5,97	4,28	58·24	3·62
			1908	152·96	205	1,18,68	10,57	4,09	6,48	38·69	5·46
13	(*a*) & (*b*)	Bengal Dooars									
			1909	152·96	214	1,19,76	10,55	3,86	6,69	36·59	5·59
			1910	152·96	223	1,21,81	11,45	4,26	7,19	37·20	5·90
			1911	152·93	242	1,24,61	12,02	4,55	7,47	37·88	5·99
			1912	152·96	239	1,25,15	14,34	5,17	9,17	36·05	7·27
			1905	455·45	562	2,25,03	22,40	10,99	11,41	49·06	5·07
			1906	455·45	608	2,26,71	23,57	10,98	12,59	46·58	5·55
...	...	Bhavnagar-Gondal-Junagad-Porbandar.	1907	455·45	746	2,27,25	27,57	12,68	14,89	45·99	6·55
			1908	459·15	931	2,28,80	28,83	13,20	15,63	45·79	6·83
			1909	459·15	994	2,32,82	28,31	16,16	12,15	57·08	5·21
			1910	495·37	1,033	2,40,13	32,08	14,82	17,26	46·19	7·19
14	(*a*) & (*b*)	Bhavnagar	1911	178·78	428	95,37	15,52	6,01	9,51	38·72	9·97
			1912	193·80	488	1,07,52	15,40	7,36	8,04	47·79	7·23
			1905	2,195·18	7,730	17,19,73	2,93,28	1,25,85	1,67,43	42·91	9·74
			1906	2,187·16	8,313	17,57,93	2,89,52	1,36,96	1,52,56	47·31	8·68
			1907	2,231·52	8,926	17,92,65	2,97,91	1,48,22	1,49,69	49·75	8·35
			1908	2,268·44	8,450	18,86,37	2,59,06	1,59,44	99,62	61·55	5·28
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	1909	2,277·45	8,035	19,31,08	2,64,97	1,49,53	1,15,44	56·43	5·98
			1910	2,277·37	8,203	19,48,02	2,99,93	1,47,38	1,52,60	49·13	7·83
			1911	2,309·46	8,871	19,70,81	3,24,15	1,65,11	1,59,04	50·94	8·07
			1912	2,212·11	9,621	18,04,45	3,32,40	1,62,73	1,69,67	48·96	9·41
			1905	1,340·15	4,785	13,55,91	1,57,76	95,95	61,81	60·82	4·56
			1906	1,340·15	5,118	13,97,37	1,57,32	98,70	58,62	62·74	4·19
			1907	1,474·92	5,403	15,80,49	1,67,85	1,07,83	60,02	64·24	3·80
			1908	1,527·08	5,920	17,13,57	1,88,09	1,11,79	76,30	59·43	4·45
15	(*a*) to (*c*)	Burma ...	1909	1,527·08	6,136	17,61,51	1,94,69	1,23,82	70,87	63·60	4·02
			1910	1,527·08	6,327	18,18,23	1,98,26	1,21,90	76,36	61·49	4·20
			1911	1,528·78	6,440	18,63,33	2,06,71	1,34,76	71,95	65·19	3·86
			1912	1,544·33	6,064	19,32,20	2,19,05	1,30,26	88,79	59·47	4·62
			1905	4·79	18	3,24	45	30	15	65·89	4·63
			1906	4·79	20	3,01	54	31	23	57·12	7·64
			1907	4·79	16	3,00	56	41	15	72·29	5·05
			1908	4·79	·15	3,00	51	34	17	66·94	5·33
...	...	Deoghur ...	1909	4·79	16	3,02	50	33	17	66·26	5·63
			1910	4·79	15	2,97	*	*	*	*	*
			1911	Amalgamated with the East Indian railway system.							
			1905	86·00	243	1,04,09	10,14	5,55	4,59	54·73	4·41
			1906	86·00	271	1,04,40	10,73	6,40	4,33	59·65	4·15
			1907	86·00	279	1,04,82	10,99	6,86	4,13	62·42	3·94
			1908	86·00	276	1,07,47	10,94	6,16	4,78	56·31	4·45
16	(*a*) & (*b*)	Dibru-Sadiya ...	1909	83·00	270	1,09,12	11,90	6,71	5,19	56·39	4·76
			1910	91·52	295	1,10,13	12,00	7,22	4,78	60·17	4·34
			1911	91·52	318	1,20,00	12,72	8,11	4,61	63·75	3·84
			1912	91·52	334	1,23,24	14,04	8,01	6,03	57·05	4·89
			1905	821·32	2,400	7,35,48	89,38	44,68	44,70	49·99	6·08
			1906	860·16	2,729	7,96,25	1,09,60	59,23	50,37	54·04	6·33
			1907	853·64	2,987	8,15,49	1,06,58	61,48	45,10	57·68	5·53
			1908	854·51	3,102	8,33,11	1,18,28	79,61	38,67	67·31	4·61
3	(*b*) to (*d*)	Eastern Bengal	1909	1,084·01	3,312	10,87,09	1,50,27	72,99	47,28	60·68	4·35
			1910	1,085·08	3,549	11,17,95	1,24,28	73,95	50,33	59·49	4·50
			1911	1,085·77	3,914	11,42,83	1,40,55	87,67	52,88	62·37	4·63
			1912	1,146·28	4,318	12,23,10	1,50,83	87,50	63,33	58·01	5·18
17	(*a*) & (*b*)	Gondal-Porbandar.	1911	194·22	465	63,00	12,20	5,75	6,45	47·00	7·80
			1912	194·22	434	84,17	12,45	6,17	6,28	49·54	7·47

* Information not furnished.

APPENDIX 6—*contd.*

General results of working each railway system.

Classification No. of railway (detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3⅜″ GAUGE—*contd.*									
			1905	391·13	946	2,68;15	29,64	16,35	13,29	55·16*	4·96
			1906	391·13	955	2,69,37	30,33	16,11	14,22	53·12*	5·28
			1907	391·13	965	2,71,85	32,55	14,81	17,74	45·50*	6·53
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	1908	391·13	1,105	2,73,97	32,42	16,80	15,62	51·82*	5·70
			1909	391·13	1,081	2,74,24	32,55	18,53	14,02	56·93*	5·11
			1910	391·13	1,249	2,77,74	36,56	18,50	18,06	50·62*	6·50
			1911	391·13	1,228	2,91,88	34,97	21,85	13,12	62·48*	4·50
			1912	441·44	1,436	3,26,31	44,26	23,73	20,53	53·63	6·29
18	(a)	Jamnagar ...	1911	54·22	77	23,27	2,46	1,29	1,17	52·36*	5·04
			1912	54·22	75	23,36	2,38	1,40	98	58·64*	4·22
			1905	833·22	1,074	2,14,02	35,24	14,91	20,33	42·31	9·50
			1906	833·22	1,301	2,16,11	40,76	18,66	22,10	45·78	10·22
			1907	833·22	1,278	2,22,63	38,28	19,67	18,61	51·38	8·36
			1908	833·22	1,384	2,45,33	34,62	19,14	15,48	55·26	6·31
19	(a) to (e)	Jodhpur-Bikaner	1909	950·76	1,530	2,48,84	37,55	21,23	16,32	56·54	6·56
			1910	1,005·45	1,713	2,62,33	47,51	21,54	25,97	45·34	9·90
			1911	1,084·81	2,000	2,83,96	62,15	26.05	36,10	41·91	12·71
			1912	1,219·28	2,282	3,18,81	70,42	32,61	37,81	46·31	11·86
20	(a)	Junagad ...	1911	88·96	144	48,00	4,46	2,39	2,07	53·70*	4·31
			1912	100·50	156	50,29	5,33	2,68	2,65	50·19*	5·27
			1905	1,719·61	4,304	14,99,23	1,16,03	70,70	45,33	60·93	3·02
...	...	Southern Mahratta.	1906	1,724·58	4,855	15,06,16	1,24,67	75,61	49,06	60·65	3·26
			1907	1,730·35	4,901	15,24,41	1,39,04	83,00	56,04	59·70	3·68
			1908	2,047·15	5,609	17,42,31	1,64,93	93,83	71,10	56·89	4·08
			1909	2,084·37	5,744	17,72,66	1,61,97	97,80	64,17	60·38	3·62
6	(c) to (l)	Madras and Southern Mahratta.	1910	2,091·16	5,865	17,94,78	1,70,86	1,00,88	69,98	59·04	3·90
			1911	2,091·16	6,267	18,11,20	1,79,93	1,06,61	73,32	59·25	4·05
			1912	2,091·16	6,359	18,24,63	1,87,94	1,07,70	80,24	57·30	4·40
			1905	89·64	126	43,91	3,24	1,49	1,75	46·09*	3·98
			1906	94·64	94	44,90	3,08	1,48	1,60	48·11*	3·56
			1907	94·64	124	45,74	4,12	1,56	2,56	37·89*	5·60
			1908	92·83	214	46,43	5,08	2,26	2,82	44·43*	6·07
21	(a)	Morvi ...	1909	92·83	207	47,96	4,72	2,59	2,13	54·88*	4·44
			1910	92·83	203	49,91	5,29	2,33	2,96	44·00*	5·94
			1911	92·83	208	49,91	6,36	2,13	4,23	33·57*	8·47
			1912	92·83	229	51,22	7,25	2,70	4,55	37·32*	8·87
			1905	16·99	50	36,90	3,15	2,66	49	84·48	1·33
			1906	16·99	50	37,43	3,20	2,83	37	88·38	0·99
			1907	16·99	50	37,44	3,34	2,84	50	85·02	1·34
			1908	28·96	85	67,82	3,36	2,93	43	87·21*	0·63
10	(c)	Nilgiri ...	1909	28·96	103	70,32	4,09	3,55	54	86·87*	0·77
			1910	28·96	104	75,94	4,57	3,85	72	84·15*	0·95
			1911	28·96	97	77,29	4,95	3,70	1,25	74·81*	1·62
			1912	28·96	97	78,32	5,22	4,05	1,17	77·68*	1·49
			1905	290·96	647	1,42,54	19,88	10,13	9,75	50·96	6·84
			1906	354·91	773	2,02,09	24,59	12,57	12,02	51·12	5·95
			1907	354·91	964	2,11,79	27,65	12,88	14,77	46·58	6·97
			1908	440·39	920	2,62,90	27,60	14,29	13,31	51·78	5·06
22	(a) & (b)	Rohilkund and Kumaon.	1909	439·10	931	2,69,90	29,88	15,77	14,11	52·78	5·23
			1910	439·10	963	2,68,36	31,71	13,93	17,78	64·17	6·63
			1911	482·77	980	2,90,96	34,14	15,69	18,45	45·95	6 39
			1912	552·64	1,087	3,43,74	41,68	16,48	25,20	39·53	7 33

* See Appendix 9.

APPENDIX 6—*contd.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3¾″ GAUGE—*concld.*									
			1905	64·75	110	68,30	3,87	2,26	1,61	58·29*	2·36
			1906	64·75	153	68,59	3,91	2,36	1,55	60·22*	2·27
			1907	64·75	196	69,35	4,17	2,81	1,36	67·46*	1·96
			1908	64·75	202	69,44	4,44	2,44	2,00	54·86*	2·88
10	(*f*)	Shoranur-Cochin	1909	64·75	207	69,86	5,16	2,55	2,61	49·46*	3·74
			1910	64·75	206	69,49	5,63	3,06	2,57	54·32*	3·70
			1911	64·75	235	69,57	6,01	3,11	2,90	51·75*	4·17
			1912	64·75	233	69,65	6,30	3,30	3,00	52·41*	4·31
			1905	1,353·47	4,620	10,80,79	1,41,08	69,77	71,26	49·47	6·59
			1906	1,364·32	4,668	11,14,78	1,44,68	81,00	63,68	55·99	5·71
			1907	1,364·17	4,998	11,29,09	1,54,57	76,53	78,04	49·51	6·91
			1908	1,111·12	4,912	10,00,70	1,57,60	82,92	74,68	52·61	7·46
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian...	1909	1,111·12	5,075	10,46,71	1,64,86	85,43	79,43	51·82	7·59
			1910	1,111·12	5,265	10,70,73	1,71,41	88,49	82,92	51·63	7·74
			1911	1,111·12	5,986	10,81,93	1,91,88	99,45	92,43	51·83	8·54
			1912	1,111·12	6,114	11,19,52	2,09,64	1,06,00	1,03,64	50·56	9·26
			1905	67·30	53	20,67	2,08	1,04	1,04	50·19*	5·03
			1906	67·30	55	20,76	2,48	1,12	1,36	45·33*	6·55
			1907	67·30	54	20,76	2,51	1,14	1,37	45·43*	6·60
			1908	67·30	57	20,78	2,39	1,21	1,18	50·59*	5·68
23	(*a*)	Udaipur-Chitorgarh.	1909	67·30	55	20,96	2,43	1,18	1,25	48·62*	5·96
			1910	67·30	56	20,97	2,52	1,18	1,34	47·05*	6·36
			1911	67·30	77	21,16	2,84	1,31	1,53	46·07*	7·24
			1912	67·30	105	21,96	3,05	1,48	1,57	48·50*	7·16
		2′ 6″ GAUGE.									
25	(*a*)	Arrah-Sasaram Light.	1911	60·50	73	20,76	1,33	89	44	66·79*	2·13
			1912	60·50	88	21,98	1,72	1,13	59	65·54*	2·71
			1905	26·06	41	9,07	1,11	55	56	49·93*	6·17
			1906	26·06	52	9,53	1,51	71	80	47·23*	8·39
			1907	26·06	57	10,05	1,73	87	86	50·26*	8·56
			1908	26·06	58	10,53	1,49	90	59	60·69*	5·60
27	(*a*)	Baraset-Basirhat Light.	1909	34·50	70	14,21	1,74	1,05	69	60·45*	4·86
			1910	51·12	122	21,81	2,36	1,62	74	68·89*	3·36
			1911	51·12	124	22,13	2,78	1,66	1,12	59·67*	5·07
			1912	51·12	135	22,43	3,38	1,76	1,62	51·99*	7·24
			1905	27·93	25	13,02	2,19	80	1,39	36·39*	10·68
			1906	78·50	37	41,11	2,19	1,09	1,10	49·90*	2·63
			1907	78·50	123	47,48	5,43	3,19	2,24	58·76*	4·72
			1908	78·50	118	48,29	4,31	2,59	1,72	60·08*	3·56
28	(*a*)	Barsi Light ...	1909	78·50	133	49,56	6,45	2,55	3,90	39·58*	7·87
			1910	78·50	145	50,34	6,98	3,08	3,90	44·18*	7·75
			1911	115·84	149	49,00	7,45	3,46	3,99	46·44*	6·84
			1912	115·84	194	70,14	10,31	4,65	5,66	45·05*	8·08
			1905	18·50	27	8,23	89	53	36	59·84*	4·37
			1906	18·50	31	8,43	1,11	63	48	56·77*	5·69
			1907	18·50	29	8,93	1,11	65	46	58·45*	5·15
			1908	18·50	33	9,01	1,10	65	45	59·04*	4·99
29	(*a*)	Bukhtiarpore-Bihar Light.	1909	28·00	45	11,97	1,52	94	58	61·70*	4·85
			1910	28·00	42	12,01	1,24	69	55	55·99*	4·54
			1911	33·00	44	12,38	1,34	72	62	53·38*	5·04
			1912	33·00	78	12,63	2,50	1,08	1,42	43·10*	11·26
31	(*a*)	Champaner-Shivrajpur Light.	1911	20·24	27	9,03	64	49	15	75·74*	1·72
			1912	20·24	84	9,26	88	56	32	63·86*	3·42

* See Appendix 9.

APPENDIX 6—*contd.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ GAUGE—*contd.*									
			1905	11·67	...	4,26	28	7	21	26·63*	4·93
			1906	11·67	16	4,48	40	20	20	50·54*	4·46
			1907	11·67	24	4,58	43	19	24	44·31*	5·24
			1908	36·78	19	8,75	40	22	18	54·41*	2·06
32	(*a*)	Cutch ...	1909	36·78	27	9,43	85	37	48	43·61*	5·09
			1910	36·78	29	9,43	94	37	57	40·24*	6·04
			1911	36·78	32	9,49	1,01	42	59	42·05*	6·17
			1912	36·78	33	9,89	1,02	45	57	44·67*	5·69
33	(*a*)	Dehri-Rohtas Light.	1911	23·83	20	5,33	24	36	—12	151·67*	...
			1912	23·83	17	5,51	79	45	34	56·17*	6·31
			1908	19·62	15	7,34	21	32	—11	152·74*	...
34	(*a*)	Dholpur-Bari	1909	19·62	19	6,92	36	30	6	84·06*	0·87
			1910	19·62	20	6,97	48	28	20	58·99*	2·85
			1911	19·62	19	7,41	41	27	14	65·50*	1·93
			1912	19·62	16	7,48	40	32	8	80·27*	0·96
			1905	59·44	164	1,76,12	7,52	3,51	4,01	46·73	2·28
...	...	Kalka-Simla ...	1906	59·44	143	1,77,93	7,64	4,57	3,07	59·82	1·73
			1907		Amalgamated with the North Western railway.						
38	(*a*)	Madaya Light...	1912	8·30	Information not furnished.						
			1905	25·38	11	10,64	13	14	—1	107·69	...
			1906	43·91	80	19,16	79	81	—2	102·53	...
			1907	43·91	96	19,29	93	84	9	90·32	0·47
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1908	43·91	99	19,27	91	86	5	94·51	0·26
			1909	43·91	83	19,24	85	91	—6	107·06	...
			1910	43·91	84	19,58	1,03	83	20	80·58	1·02
			1911	43·91	80	19,44	1,06	88	18	83·02*	0·93
			1912	43·91	83	19,42	1,13	90	23	79·64	1·13
			1905	32·41	40	6,22	31	22	9	70·01*	1·45
			1906	32·41	24	6,95	45	23	22	51·17*	3·17
			1907	32·41	24	7,18	44	22	22	50·46*	3·09
			1908	32·41	26	7,19	51	22	29	43·62*	4·03
1	(*d*)	Mourbhanj ...	1909	32·41	25	7,20	55	31	24	56·26*	3·33
			1910	32·41	26	7,20	58	33	25	56·70*	3·47
			1911	32·41	26	7,20	62	29	33	46·12*	4·58
			1912	32·41	25	7,20	51	28	23	55·43*	3·19
			1905	24·62	18	7,11	27	23	4	83·52*	0·56
			1906	24·62	19	7,12	21	31	—10	145·14*	...
			1907	24·62	19	7,13	25	31	—6	123·10*	...
			1908	24·62	20	7,13	26	25	1	96·82*	0·14
1	(*f*)	Parlakimedi Light.	1909	24·62	19	7,17	26	19	7	73·05*	0·98
			1910	24·62	18	7,29	27	19	8	69·50*	1·10
			1911	24·62	19	7,36	33	23	10	68·74*	1·36
			1912	24·62	19	7,44	40	28	12	70·50*	1·61
			1905	39·50	60	8,95	93	56	37	60·37*	4·14
			1906	39·50	62	8,95	1,00	60	40	60·34*	4·47
			1907	39·50	58	8,95	87	52	35	60·34*	3·91
			1908	39·50	62	8,95	81	49	32	60·35*	3·58
22	(*c*)	Powayan Light	1909	39·50	61	8,95	92	55	37	60·35*	4·13
			1910	39·50	59	8,95	95	57	38	60·31*	4·22
			1911	39·50	59	8,95	1,03	62	41	60·33*	4·59
			1912	39·50	59	8,95	1,01	61	40	60·26*	4·47
			1907	93·02	44	33,02	1,01	72	29	70·55*	0·88
40	*(*a*)	Shahdara (Delhi)-Saharanpur Light.	1908	92·63	122	41,35	3,36	1,94	1,42	57·73*	3·43
			1909	92·63	135	41,56	4,06	2,10	1,96	51·70*	4·72
			1910	92·50	136	41,67	5,03	2,25	2,79	44·80*	6·69
			1911	92·50	137	42,17	5,32	2,22	3,10	41·61*	7·37
			1912	92·50	140	42,51	6,10	2,56	3,54	41·97	8·34

* See Appendix 9.

APPENDIX 6—*concld.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ GAUGE—*concld.*									
			1905	33·27	89	10,47	87	65	22	74·81*	2·10
			1906	33·27	94	10,73	1,00	67	33	67·26*	3·08
			1907	33·27	94	10,92	1,10	75	34	68·70*	3·11
41	(a)	Tarkessur-Magra Light.	1908	33·27	92	10,93	1,18	88	30	73·04*	2·74
			1909	33·27	108	11,06	1,24	86	38	69·46*	3·44
			1910	33·27	104	11,32	1,24	81	43	65·36*	3·80
			1911	33·27	121	11,32	1,26	84	42	66·05*	3·79
			1912	33·27	124	11,46	1,31	82	49	62·69*	4·15
			1905	20·10	37	4,87	1,03	76	27	73·80*	5·54
			1906	20·10	37	4,87	1,15	80	35	69·51*	7·19
			1907	20·10	36	4,87	1,12	83	29	74·05*	5·95
42	(a)	Tezpore-Balipara Light.	1908	20·10	30	4,87	89	68	21	76·43*	4·31
			1909	20·10	32	4,87	86	62	24	72·52*	4·93
			1910	20·10	31	4,87	94	68	26	72·40*	5·32
			1911	20·10	31	4,87	1,15	83	32	72·23*	6·54
			1912	20·10	33	4,87	1,21	86	35	71·23*	7·12
		2′ 0″ GAUGE.									
			1905	51·00	252	37,52	9,73	5,63	4,10	57·90*	10·93
			1906	51·00	233	37,43	9,80	5,79	4,01	59·07*	10·71
			1907	51·00	231	37,58	9,50	5,21	4,29	54·81*	11·43
43	(a)	Darjeeling-Himalayan.	1908	51·00	226	37,47	9,44	5,23	4,21	55·38*	11·24
			1909	51·00	246	37,73	9,89	5,49	4,40	55·52*	11·66
			1910	51·00	257	37,94	10,03	5,62	4,41	55·96*	11·65
			1911	51·00	268	38,52	10,30	5,85	4,45	56·86*	11·55
			1912	51·00	281	39,25	11,39	6,28	5,11	55·11*	13·02
			1905	37·19	103	16,41	3,29	1,50	1,79	45·42*	10·81
			1906	37·19	124	18,24	3,51	1,74	1,77	49·45*	9·70
			1907	37·19	113	18,85	3,70	1,67	2,03	45·13*	10·77
44	(a)	Howrah-Amta Light.	1908	43·87	133	21,57	3,98	2,02	1,96	50·67*	9·09
			1909	43·87	156	21,81	4,37	2,26	2,11	51·79*	9·67
			1910	43·87	168	22,24	4,84	2,68	2,16	55·48*	9·67
			1911	43·87	174	23,04	4,99	2,46	2,53	49·36*	10·97
			1912	43·87	194	22,95	5,59	2,53	3,06	45·32*	13·33
			1905	19·75	35	6,20	88	50	38	56·80*	6·13
			1906	19·75	36	6,24	91	54	37	59·11*	5·93
			1907	19·75	35	6,25	95	56	39	58·81*	6·24
45	(a)	Howrah-Sheakhala Light.	1908	19·75	48	6,33	1,01	67	34	66·05*	5·37
			1909	19·75	51	6,51	1,07	69	38	64·16*	5·84
			1910	19·75	51	6,56	1,20	56	64	47·11*	9·65
			1911	19·75	59	6,56	1,26	64	62	50·68*	9·48
			1912	19·75	72	6,62	1,41	66	75	46·93*	11·31
46	(a)	Jagadhri Light	1911	3·31	6	1,06	8	7	1	93·64*	0·96
			1912	3·31	16	1,11	25	23	2	93·13*	1·54
			1905	30·25	54	9,08	79	76	3	96·67*	0·33
			1906	31·75	51	9,09	93	80	13	85·96*	1·43
			1907	31·75	56	9,80	92	91	1	99·43*	0·11
47	(a)	Jorhat (Provincial).	1908	31·75	53	9,80	1,01	90	11	88·86*	1·18
			1909	31·65	51	9,53	99	88	11	88·66*	1·15
			1910	30·00	51	9,68	96	88	8	92·16*	0·83
			1911	32·00	52	9,72	1,09	78	31	71·35*	3·19
			1912	32·50	53	9,84	1,22	89	33	72·98*	3·35
			1910	19·00	1	1,96	2	1	1	63·51*	0·32
48	(a)	Pipar Road-Bhavi Light.	1911	19·00	15	1,97	16	11	5	67·20*	2·66
			1912	25·00	22	2,75	23	17	6	76·03*	2·00
			1905	28,287	107,046	3,58,51,80	41,69,92	19,95,30	21,74,62	47·85	6·07
			1906	29,089	114,489	3,71,27,05	44,13,58	22,02,23	22,11,36	49·89	5·96
			1907	29,957	124,786	3,91,86,93	47,30,51	24,32,31	22,98,20	51·42	5·86
		Total of all railways.	1908	30,676	127,881	4,11,91,71	44,82,69	27,00,25	17,82,44	60·24	4·33
			1909	31,490	128,260	4,29,83,20	47,06,38	26,38,48	20,67,90	56·06	4·81
			1910	32,093	132,823	4,39,04,73	51,14,22	27,15,72	23,98,50	53·10	5·46
			1911	32,889	142,944	4,50,06,80	55,27,92	28,83,92	26,44,00	52·17	5·87
			1912	33,484	152,761	4,65,15,00	61,65,07	30,15,92	31,49,15	48·92	6·77

* See Appendix 9.

APPENDIX 7.

Main results of working of all Indian railways treated as one system.

Serial number.	Particulars.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	Remarks.
1	2	3	4	5	6	7	8	9	10	11
1	Mileage open at close of the calendar year. Miles	28,287	29,089	29,957	30,576	31,490	32,099	32,889	33,484	
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) . . . Rs.	3,58,51,80	3,71,27,05	3,91,86,93	4,11,91,71	4,29,83,20	4,39,04,73	4,50,06,80	4,65,15,00	
3	Gross earnings (in thousands of rupees) . „	41,69,92	44,13,58	47,30,51	44,82,69	47,06,38	51,14,22	55,27,92	61,65,07	
4	Gross earnings per mile open . . . . „	14,744	15,176	15,794	14,663	14,948	15,936	16,833	18,412	
5	Gross earnings per mile open per week . „	284	292	304	282	287	306	324	354	
6	Gross earnings per train-mile . . . „	3·89	3·85	3·79	3·51	3·67	3·85	3·87	4·04	
7	Total working expenses (in thousands of rupees) „	19,95,30	22,02,22	24,32,31	27,00,25	26,38,48	27,15,72	28,83,92	30,15,92	
8	Working expenses per mile open . . „	7,055	7,572	8,121	8,833	8,380	8,462	8,782	9,007	
9	Working expenses per train-mile . . . „	1·86	1·92	1·95	2·11	2·06	2·04	2·02	1·98	
10	Percentage of working expenses to gross earnings . . Per cent	47·85	49·89	51·42	60·24	56·06	53·10	52·17	48·92	
11	Net earnings (in thousands of rupees) . . . Rs.	21,74,62	22,11,36	22,98,20	17,82,44	20,67,90	23,98,50	26,44,00	31,49,15	
12	Net earnings per mile open. „	7,689	7,604	7,673	5,830	6,568	7,474	8,051	9,405	
13	Net earnings per train-mile. „	2·03	1·93	1·84	1·40	1·61	1·81	1·85	2·06	
14	Percentage of net earnings on total capital outlay (item 2) . Per cent	6·07	5·96	5·86	4·33	4·81	5·46	5·87	6·77	
15	Coaching train-miles (in thousands). . Train-miles	33,491	37,155	43,253	47,885	48,191	48,598	50,833	52,093	
16	Goods train-miles (in thousands) . . . „	39,712	41,693	46,869	44,875	44,065	47,690	53,219	59,992	
17	Mixed train-miles (in thousands). . . . „	29,892	31,014	30,142	29,944	30,859	31,986	33,746	34,940	
18	Total, including miscellaneous train-miles (in thousands) . . „	107,046	114,489	124,786	127,861	128,260	132,823	142,944	152,761	
19	Unit-mileage of passengers (in thousands) . . Unit-miles	9,900,481	10,688,095	11,840,649	12,102,929	12,364,579	13,432,477	14,372,943	15,318,872	
20	Freight ton-mileage of goods (in thousands) . . . Ton-miles	9,040,760	9,770,574	10,810,885	9,925,830	9,340,441	12,092,916	13,358,364	15,628,595	
21	Average miles a ton of goods was carried. Miles	176·60	165·97	174·58	159·07	153·37	184·33	187·44	199·15	
22	Average rate charged for carrying a ton of goods one mile . . . Pies	5·19	5·42	5·18	5·09	5·78	4·83	4·73	4·66	
	Average miles a passenger was carried.									
23	1st class ... Miles	98·29	100·71	100·69	100·76	103·35	99·72	111·60	106·54	
24	2nd class ... „	72·92	74·47	70·91	71·26	69·24	75·07	76·38	74·77	
25	Intermediate class ... „	63·78	64·12	59·29	58·82	54·89	52·41	57·27	51·90	
26	3rd class ... „	40·92	40·36	39·65	38·65	38·74	37·12	37·72	37·81	
27	Season and Vendors' tickets. „	9·16	9·57	9·31	8·94	8·89	8·79	8·78	8·64	
28	Total ... „	39·90	39·43	38·71	37·68	37·54	36·15	36·87	36·72	
	Average rate charged per passenger per mile.									
29	1st class ... Pies	13·31	13·16	13·06	12·95	12·89	14·55	14·29	14·25	
30	2nd class ... „	5·77	5·74	5·76	5·76	5·94	6·67	6·73	6·64	
31	Intermediate class ... „	3·09	3·06	3·05	3·04	3·06	3·15	3·10	3·12	
32	3rd class ... „	2·30	2·29	2·28	2·28	2·23	2·28	2·30	2·30	
33	Season and Vendors' tickets. ... „	1·42	1·38	1·40	1·39	1·42	1·42	1·43	1·45	
34	Total ... „	2·47	2·46	2·44	2·44	2·43	2·45	2·47	2·45	

APPENDIX 8.

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to appendix 9.)	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
ASSAM.							
Assam-Burma connection railway.	...	(See under Burma) ...	...	...	...	...	
Cachar District tramways ...	A. B. ...	Katakhal to Lala Bazar*...	Surveyed in 1912.	2′ 0″ / 3′ 3⅜″	23	7·41† / 8·60†	
		Silchar to Duarbund ...	Reconnoitred in 1897.	2′ 6″	22	14·75	Government of Eastern Bengal and Assam proposed survey as feeders.
		Silchar to Tikalpúr ...			14		
Gauhati-Borpani railway ...	E. B. ...	Gauhati to Borpani ...	Not ...	2′ 0″	70	...	New project.
Kampur-Silghat Light railway.	A. B. ...	Kampur to Silghat, *viâ* Nowgong.	Surveyed in 1908-1909.	3′ 3⅜″ / 2′ 6″	48	17·95 / 17·66	
Sylhet District tramways ...	A. B. ...	(i) Juri to Solgai, *viâ* Silna and Pathini.	Surveyed	2′ 0″	22	6·41	(*a*)
		(ii) Branch of (i) from Baitakhal Station to Dulamcherra.	Not ...	2′ 0″	10	4·82	Reconnoitred in 1910.
		(iii) Karimganj to Chandikhira, with a branch from Patharkandi-Bazar to Magura Cherra.	Not ...	2′ 6″	43	12·00	Arrangements being made for a survey of the line.
		(iv) Srimangal to Manumukh.	Not ...	2′ 6″	22	8·81	Arrangements being made for a survey for both the 2′ 6″ and 3′ 3⅜″ gauges.
		(v) Shaistaganj to Habiganj and Shaistaganj to Begamkhan	Surveyed in 1912.	2′ 0″ / 3′ 3⅜″	8	3·42† / 3·55†	
				2′ 0″ / 3′ 3⅜″	7	2·24† / 2·90†	
		Habiganj to Madna ... and Habiganj to Ajmiriganj ...	Reconnoitred in 1911-1912.	2′ 0″ / 3′ 3⅜″	12	6·95† / 8·26†	
				2′ 0″ / 3′ 3⅜″	19	11·28† / 13·42†	
BALUCHISTAN.				5′ 6″	52	64·32	Fully equipped line.
				5′ 6″	47	28·95	Light line. Projected to develop mining industry and open up Zhob Valley.
Khanai-Hindu Bagh railway	N. W. ...	Khanai to Hindu Bagh ...	Surveyed in 1908.	2′ 6″	52	49·04	Fully equipped line.
				2′ 6″	47	25·94	Light line.
BENGAL.				2′ 0″	47	25·36	Light line.
Bankura-Damoodar River railway.	B. N. ...	Bankura to Begua ...	Not ...	5′ 6″	64	...	(*a*) New project. Will connect with the Vishnupur-Santragachi chord. Survey sanctioned since close of the year.
Barisal connection railway	E. B. ...	Barisal to Nowpara *viâ* Gournadi.	Not ...	5′ 6″	76	143·06	Reconnoitred in 1911.
		Alternative. Barisal to Khoolna *viâ* Gournadi.	...	2′ 6″	69	67·12	
Bhairab Bazar-Netrakona-Mymensingh railway.	A. B. & E. B. ...	(i) Bhairab Bazar to Netrakona *viâ* Iswarganj.	Not ...	3′ 3⅜″	70	73·55	Has been reconnoitred in 1911. Detailed survey of (i) and (ii) and of (iv) to the foot of the Garo Hills sanctioned.
		(*ii*) Iswarganj to opposite Mymensingh.			15	13·82	
		(*iii*) Bridge over the Brahmaputra at Mymensingh.			...	8·17	
		(*iv*) Netrakona to Durgapur.			17	16·37	(*a*)
Bishenpur-Calcutta chord railway.	B. N. ...	Bishenpur to Hooghly ... or Bishenpur to Howrah ...	Surveyed in 1901-1902.	5′ 6″	71	132·55	Double line.
						91·02	Single line.
				5′ 6″	81	147·11	Double line. Add for Hooghly bridge 6 miles and 72·58 lakhs if at Cossipore or 5 miles and 54·47 lakhs if at Panihati, both double line. The project will be superseded if the "Vishnupur-Santragachi railway" be sanctioned.
						100·75	Single line.

*Also known as Hailakandi Light railway. † Without land and rolling-stock.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9.)	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BENGAL—*contd.*					Miles.	Lakhs of rupees.	
Burdwan-Howrah chord railway.	E. I. ...	Burdwan to Howrah ...	Under resurvey.	5′ 6″	55	...	It will cross the Tarkessur Branch of the East Indian Railway near Kamarkundu Station.
Burdwan-Katwa railway ...	E. I. ...	Burdwan to Katwa ...	Not ...	2′ 6″	34	...	(*a*) New project.
Chalsa-Matelli railway ...	B. D. ...	Chalsa to Matelli ...	Under survey.	3′ 3¾″	5	...	
Dacca-Mymensingh railway extension.	E. B. ...	(i) Dacca to Airoba or Tangi to Airoba, *vid* Dassora.	Surveyed in 1899-1900.	3′ 3¾″	45	76·71	
					45	75·72	
		(ii) Mymensingh to Bara Ari, *vid* Nekmakona with Shambhuganj-Gauripur branch.			36	27·27	If a ferry over Brahmaputra is substituted for a bridge, cost will be 20·93 lakhs.
		(iii) Singhjani to Nalitabari, *vid* Sherpore.			25	12·39	
		(iv) Bara Ari to Doleepur, *vid* Lengar Bazar.			50	46·43	
Darangiri Coal field railway	...	Shamgang to Darangiri Coal field.	Surveyed in 1909.	3′ 3¾″	54	75·76	Shamgang is on the proposed Mymensingh Lengar Bazar line. Mymensingh-Shamgang section, 13 miles, cost 17·81 lakhs.
Dashghara-Jamalpurganj railway.	B. P. ...	Dashghara to Jamalpurganj	Not ...	2′ 6″	8	8	(*a*) New project. Proposed by B. P. Light Ry. Company.
Goalundo-Narayanganj extension railway.	E. B. ...	Lakhee Khal Hat (opposite Faridpur) to Munshiganj	Surveyed in 1908.	3′ 3¾″	40	58·47	
Hajiganj-Shatnal branch railway	A. B. ...	Hajiganj to Shatnal ...	Surveyed in 1899.	3′ 3¾″	24	32·81	
Kalighat-Fatehpur railway	E. B. ...	Kalighat to Fatehpur ...	Not ...	2′ 6″	18	...	(*a*) New project. Survey sanctioned since close of the year.
Katwa-Ahmadpur railway	E. I. ...	Katwa to Ahmadpur ... or Katwa to Sainthia ...	Surveyed in 1901-1902.	5′ 6″	32	28·23	(*a*) Construction on Ahmadpur alignment is under consideration.
					...	...	
Krishnagar-Jalangi railway	E. B. ...	Krishnagar to Jalangi ...	Surveyed in 1905.	2′ 6″	56	16·29*	
Kurigram-Ulipur-Ramna railway.	E. B. ...	Kurigram to Ulipur and Ulipur to Ramna.	Surveyed in 1912.	3′ 3¾″	22	...	
Mymensingh-Tangail railway	E. B. ...	Mymensingh to Tangail with extension to Porabari or Elashin.	Not ...	3′ 3¾″	56	...	(*a*) New project. Survey sanctioned since close of the year.
Nabharan-Satkhira railway	E. B. ...	Nabharan to Satkhira ...	Not ...	5′ 6″	26	...	(*a*) New project. Survey sanctioned since close of the year.
Nachoul-Rampur Boalia-Gopalpur railway.	E. B. ...	Mile 85·8 of the Katihar-Godagari extension, near Nachoul to Abdulpur.	Surveyed in 1907.	3′ 3¾″	50	45·40	Certain portion is under realignment.
Nattore-Rampur Boalia-Godagari railway.	E. B. ...	Nattore to Godagari, *vid* Rampur Boalia.	Surveyed in 1910-1911.	5′ 6″	41	...	Survey results awaited.
Nattore-Sirajganj railway	E. B. ...	Nattore to Sirajganj ...	Partly surveyed in 1910.	5′ 6″	55	...	Alternative to "Sara-Sirajganj" project.
Nuxulbari-Mirik railway ...	...	Nuxulbari to Mirik *vid* Balasun valley.	Not ...	2′ 0″	...	...	(*a*) New project.
Panihatti Bridge ...	E. I. & E. B.	A point near Kamarkundu on Tarkessur Branch of East Indian Railway to a point on Eastern Bengal railway north of Dum Dum Junction.	Not ...	5′ 6″	...	...	New project. Hoogly will be crossed near Panihatti. Survey sanctioned since close of the year.
Phulbari-Sumjhia branch railway.	E. B. ...	Phulbari to Sumjhia ...	Surveyed in 1895-1896.	3′ 3¾″	13	4·42	
Rai-Titalia railway ...	E. B. ...	Raiganj to Titalia, *vid* Ranisankoil, Nekmurd, Labiri and Alwakhowa, with a branch from Nekmurd to Thakurgaon.	Not ...	3′ 3¾″	...	...	(*a*)
Santahar-Malda railway ...	E. B. ...	Santahar to Malda ...	Surveyed in 1910.	3′ 3¾″	54	53·35	
Sara-Sirajganj-Jagannathganj railway.	E. B. ...	(i) Sara to Sirajganj ...	Surveyed in 1903-1904.	5′ 6″	49	62·09	(*a*) Resurveyed in 1911-1912. Revised estimate is 76·35 lakhs.
		(ii) Sirajganj to Brahmaputra right bank.		5′ 6″	3	3·70	
		(iii) Steam ferry across the Brahmaputra river.		...	...	9·30	
		(iv) Brahmaputra left bank to Jagannathganj, with Subarnakhali branch		3′ 3¾″	26	15·38	

* With second-hand materials and rolling-stock. With new materials and rolling-stock cost is 18·14 lakhs.
(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9.)	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BENGAL—*concld.*							
Shibnibash-Kotchandpur-Magura branch railway.	E. B. ...	Shibnibash to Magura—					
		(i) *vid* Khallispur, Durgapur and Jhenidah.	Surveyed in 1897-1898 for a 2′ 6″ gauge line and resurveyed in 1900-1901 for 5′ 6″ gauge line.	5′ 6″	52	49·94	Estimate includes cost of branch No. (1).
		(ii) *vid* Khallispur and Kaliganj direct to Magura.			48	53·07	Estimate includes cost of branch No. (2).
		(iii) *vid* Khallispur, Kaliganj and Jhenidah.			55	52·49	Estimate includes cost of branch No. (1).
		Branch—					
		(1) Jhenidah to Sulkopa or			12	...	
		(2) Kaliganj to Sulkopa.			20	...	
Vishnupur-Santragachi railway.	B. N. ...	Vishnupur to Santragachi	Not ...	5′ 6″	75	...	Survey sanctioned since close of the year. This will supersede the "Bishnupur-Calcutta chord railway."
BIHAR AND ORISSA.							
Bansi-Baidyanath railway ...	E. I. ...	Bansi to Baidyanath ...	Surveyed in 1899.	5′ 6″	44	32·35	
Bechupur-Ramgarh Bokharo Coalfield railway.	O. & R. ...	Bechupur (Moghal Sarai) to Leiyo.	Surveyed in 1910.	5′ 6″	269	361·64	
Bhadrak-Chandballi railway	B. N. ...	Bhadrak to Chandballi ...	Not ...	5′ 6″	30	...	
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I. ...	Bhagalpur to Nalhati ... or Bhagalpur to Ahmadpur ...	Surveyed in 1895-1896.	5′ 6″	...	...	Bhagalpur to Bansi opened on 1st October 1911.
Bhojudih-Daltonganj railway	B. N. ...	Bhojudih to Daltonganj ...	Surveyed in 1889-1890 and 1897-1898.	5′ 6″	171	168·00	
Bokharo and Ramgarh Coalfields railway.	B. N. ...	Mohuda to a point on the left bank of the Chootya Nala.	Surveyed in 1908-1909.	5′ 6″	42	50·02	Mohuda-Jamooni Section (12 miles) as well as the second Section from Jamooni to a distance of further 12 miles under construction.
Contai Road-Contai railway	B. N. ...	Contai Road to Contai ...	Not ...	...	36	...	(*a*) New project. Survey sanctioned since close of the year.
Futwah-Islampur railway ...	E. I. ...	Futwah to Islampur ...	Not ...	2′ 6″	26	...	(*a*) Survey by promoters sanctioned.
Gya-Sherghatty railway ...	E. I. ...	Gya to Sherghatty ...	Surveyed in 1912.	5′ 6″	29	...	
Hazaribagh Road-Hazaribagh railway.	E. I. ...	Hazaribagh Road to Hazaribagh or	Not ...	2′ 0″	...	...	(*a*) Construction of the first alternative under consideration.
		Kodarma to Hazaribagh ...			41	14·00	Reconnoitred by promoters.
Isri-Parasnath railway ...	E. I. ...	Isri to Madhuban ...	Not ...	2′ 6″	12	3·77	(*a*) Reconnoitred by promoters.
Lohardaga-Palkote extension railway.	B. N. ...	Lohardaga to Palkote ...	Under survey.	2′ 6″	45	...	
Mourbhanj Light railway extension.	B. N. ...	Baripada to Patri and Talband.	Not ...	2′ 6″	48	11·00	Survey sanctioned.
Muzaffarpur-Darbhanga chord railway.	B. & N. W.	Muzaffarpur to Darbhanga	Surveyed in 1906-1907.	3′ 3¾″	38	32·70	
Rai-Titalia railway ...	...	(See under "Bengal") ...	...	...	...	...	
Sambalpur-Khurda railway	B. N. ...	Sambalpur to Khurda ...	Surveyed in 1891-1892.	5′ 6″	190	237·00	
Scintilla-Sonpur branch railway.	B. N. ...	Scintilla to Sonpur ...	Surveyed in 1897-1898.	5′ 6″	43	30·62	To connect Raipur-Vizianagram with Sambalpur-Khurda.
Tewaraha-Sitamarhi branch railway.	B. & N. W.	Tewaraha to Sitamarhi ...	Surveyed in 1906-1907.	3′ 3¾″	30	16·53	Tewaraha is at mile 19 on projected Muzaffarpur-Darbhanga chord railway.
Vyas Sarovar-Jajpur railway	B. N. ...	Vyas Sarovar to Jajpur ...	Not ...	2′ 6″	17	...	(*a*) New project.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1912.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY.							
Aden railway	...	Tawahi to Shaik Othman with Maala to Crater, branch	Surveyed in 1910-1911.	2′ 6″	10 2	5·58 4·23	Maala-Shaik Othman section, 7·85 miles, cost 3·7 lakhs.
Anaval-Mahuva railway ...	...	Anaval to Mahuva ...	Under survey.	2′ 6″	...	...	New project proposed by Baroda Durbar. Will be a branch of the Bilimora-Kalamba railway.
Bagalkot-Hungund branch railway.	M. & S. M.	Bagalkot to Hungund ...	Surveyed in 1900.	3′ 3⅜″	31	24·42	
Baroda-Savli railway ...	B. B. & C. I.	Baroda to Savli, *vid* Wagodhia, Ajwa and Jarod.	Surveyed in 1909-1910.	2′ 6″	32	...	The Wagodhia-Jarod section is under construction. Commencement of earthwork on the Jarod-Savli section (13·5 miles) sanctioned as a measure of famine relief.
Belapur (or Lakh)-Sangamner branch railway.	G. I. P.	Lakh to Sangamner ...	Surveyed in 1900.	5′ 6″	32	...	Alternative alignment, *vid* Bablishwar, 4 miles shorter.
Belgaum-Hubli railway ...	M. & S. M.	Belgaum to Hubli, *vid* Saundatti.	Not ...	3′ 3⅜″	75	...	New project. Survey sanctioned.
Bombay-Sind Connection railway.	B. B. & C. I. & N. W.	Viramgam to Badin, *vid* Radhanpur, Suigam and Nagarparker.	Surveyed in 1907-1909.	5′ 6″	270	318·19	The project as a whole is in abeyance but construction of Viramgam-Radhanpur section (60 miles) by a private Company under Branch Line terms is under consideration and commencement of earthwork for famine labour on this sanctioned since close of the year.
Botad-Jasdan railway ...	B. N. G. ...	Botad to Jasdan ...	Surveyed in 1911.	3′ 3⅜″	34	10·43	Construction sanctioned since close of the year.
Bulsar-Dharmpur railway...	P. B. and C. I.	Bulsar to Dharmpur with branches. (i) Dharmpur to Lavkar ... (ii) Dharmpur to Jabgiri ...	Not ...	2′ 6″	18 25 18	... ...	(*a*) New project. Survey sanctioned.
Chalala-Khamba railway ...	K. C. L.	Chalala to Khamba ...	Not. ...	3′ 3⅜″	...	...	New project. Survey and commencement of earthwork as a measure of famine relief sanctioned.
Chinchli-Bagalkot railway ...	M. & S. M.	Chinchli to Bagalkot, *vid* Jamkhandi.	Surveyed in 1911-12.	3′ 3⅜″	75	49·73*	52 miles will be in Native States.
Dabhoma-Ambaji Mata railway.	B. B. & C. I.	A point on the Gadhwada thana Frontier to Ambaji Mata.	Surveyed in 1910-12.	2′ 6″	33	17·80	Construction of the first 18 miles to Samia by a private Company sanctioned in 1911. Estimated cost 7·40 lakhs.
Deesa-Tharad railway ...	B. B. & C. I.	Deesa to Tharad with branches. (i) Diodar to Radhanpur ... (ii) Abasana to Suigam ...	Surveyed in 1900.	3′ 3⅜″	85	22·72	Extension of Palanpur-Deesa. Deesa-Diodar Section (28 miles) cost 7·98 lakhs and Diodar-Tharad Section (38 miles), cost 5·44 lakhs.
Dholka-Dholera railway ...	B. B. & C. I.	Dholka to Dholera ...	Surveyed in 1906-1909.	3′ 3⅜″	40	19·88	(*a*) Cost 21·70 lakhs including cost of promotion, etc. Resurveyed in 1912. Revised estimates awaited.
Dhond-Baramati Extensions railway.	G. I. P. ...	(i) Baramati to Sarati, *vid* Wadapuri and Baura. (ii) Baramati to Kamblesh-war, *vid* Malegaon Budruk.	Not ...	2′ 6″	37 12	... ...	(*a*) New project.
Dhulia-Amalner branch railway.	G. I. P. ...	Dhulia to Amalner ...	Surveyed in 1892-1893.	5′ 6″	20	20·00	
Gadag-Yalvigi railway ...	M. & S. M.	Gadag to Yalvigi, with branches to Gold mines.	Surveyed in 1905-1906.	3′ 3⅜″	33	...	
Jacobabad-Kashmore railway	N. W. ...	Jacobabad to Kashmore ...	Surveyed in 1912.	2′ 6″	76	19·24	Concession granted to a private Syndicate since close of the year.
Jacobabad-Larkhana railway	N. W. ...	Jacobabad to Larkhana *vid* Shahdadpur and Kambar.	Not ...	2′ 6″	33	...	(*a*) New project. Survey sanctioned from Jacobabad to Shahdadpur, 48 miles. Rest already surveyed. See "Larkhana-Kambar-Shahdadpur.'
Jamnagar-Dwarka extension railway.	J. N. ...	Jamnagar to Dwarka, *vid* Khambhalia, with Khambhalia-Salaya branch.	Surveyed in 1911.	3′ 3⅜″	80 10	... ...	Proposed by Navanagar State. The line lies partly in that State and partly in Baroda. Commencement of earthwork sanctioned as a measure of famine relief.

* Includes cost of Junction arrangements.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1912.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BOMBAY—*contd.*					Miles.	Lakhs of rupees.	
Junagad-Una railway ...	J. N. D....	Junagad to Una ...	Under survey.	...	...	...	Earthwork on Junagad-Visavadar and on the Una-Sodavdi sections sanctioned as a measure of famine relief. A portion of the former section, up to Bilkha (14 miles), is under construction.
Kalyan-Belapur-Panoval-Karjat Light railway.	G. I. P. ...	Kalyan to Karjat, *vid* Taloja and Chowk with	Surveyed in 1907-1908.	2′ 0″ 2′ 6″	40	15·22 16·17	Proposals from private enterprise for construction on 2′ 6″ gauge from Kalyan to Panoval, *vid* Taloja, with Taloja-Sarsola branch, under consideration.
		Taloja-Sarsola branch, *vid* Belapur.		2′ 0″ 2′ 6″	9	2·57 2·79	
		Chowk to Nagothna extension.	Not ...	2′ 0″ or 2′ 6″	37	12·33	Reconnoitred in 1907-1908.
Kanjat (Masar Road) Jambusar railway.	G. D. ...	Kanjat to Jambusar ...	Not ...	2′ 6″	8	...	Proposed by Baroda Durbar.
Kapadvanj-Meghraj railway	N. K. ...	Kapadvanj to Meghraj ...	Surveyed in 1912.	2′ 6″	47	...	(*a*) Survey of alternative alignment from Bad-Modassa (25 miles) also made.
Koregaon-Satara railway ...	M. & S. M.	Koregaon to Satara ...	Surveyed in 1911.	3′ 3⅜″	13	4·44	(*a*) Surveyed by promoters.
Kundla-Bhavnagar railway...	B. N. G....	Kundla to Bhavnagar, *vid* Mohwa.	Under survey.	3′ 3⅜″	95	...	Proposed by Bhavnagar State. Commencement of earthwork on Kundla-Mohwa section sanctioned as a measure of famine relief.
Kurla-Trombay railway ...	G. I. P. ...	Kurla to Trombay ...	Surveyed in 1907-1908.	5′ 6″	5	6·07	Project deferred for the present.
				2′ 6″	32	11·68	
Larkhana-Kambar-Shahdadpur railway.	N. W. ...	Larkhana to Shahdadpur ...	Surveyed in 1899-1900.	5′ 6″	32	19·32 (Fully equipped.) 13·07 (Light line.)	Will be merged in Jacobabad-Larkhana railway project.
Lower Sind branches ...	N. W. ...	(*i*) Badin to Jungshahi ...	Surveyed in 1902.	5′ 6″	70	37·42	
		(*ii*) Tando Muhammad Khan to Mirpur Buttora.			33	17·19	
Lunavada-Jhalod railway ...	G. I. ...	Lunavada to Jhalod, *vid* Santh and Rampur.	Not ...	2′ 6″	37	...	(*a*) Survey sanctioned.
Manmad-Malegaon railway	G. I. P. ...	Manmad to Malegaon ...	Not ...	2′ 6″	23	...	(*a*) New project.
Miraj-Bijapur branch railway	M. & S. M.	Miraj to Bijapur ...	Not ...	2′ 6″	77	...	Construction by Barsi Light railway contemplated.
Nadiad-Kaira railway ...	B. B. & C. I	Nadiad to Kaira, *vid* Piej Vasu and Matar.	Not ...	2′ 6″	18	...	(*a*) Survey sanctioned since close of the year.
Nipani branch railway ...	M. & S. M.	Nipani to a point on the Poona branch of the M. & S. M. railway.	Not ...	3′ 3⅜″	34	...	(*a*) Survey sanctioned.
Pachora-Jamner railway ...	G. I. P. ...	Pachora to Jamner ...	Not...	2′ 6″	82	...	(*a*) New project. Survey sanctioned.
Pandharpur-Lonand railway	B. L. M. & S. M.	Pandharpur to Lonand with a branch to meet Dhond-Baramati railway.	Not ...	2′ 6″	95 10	...	New project. Construction by Barsi Light railway contemplated.
Pandharpur-Miraj extension railway.	B. L. ...	Pandharpur town to Miraj	Surveyed in 1908.	2′ 6″	84	50·91	Construction by Barsi Light railway contemplated.
Shivrajpur-Pani railway ...	C. S. ...	Shivrajpur to Pani ...	Surveyed in 1912.	2′ 6″	14	4·64	(*a*) New project. Will afford railway communication to manganese mines at Pani.
Talegaon-Manchar railway	G. I. P. ...	Talegaon to Manchar ...	Partly surveyed in 1910.	2′ 6″	30	...	(*a*) First section to Khed (21 miles) surveyed by promoters. Estimated cost 13·77 lakhs. It has been resurveyed by Great Indian Peninsula railway and results awaited.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*concld.*							
Timba-Savli railway ...	B. B.& C. I.	Timba to Savli ...	Not...	2′ 6″	20	...	Proposed by Baroda Durbar. Will be an extension of Dabhoi-Jarod line.
Vamberi-Sheogaon railway	G. T. P. ...	Vambori to Sheogaon ...	Not...	2′ 6″	35	...	(*a*) New project. Survey sanctioned.
Vasad-Katana railway ...	B. B. & C.I.	Vasad to Katana *vid* Borsad and Vadeli or *vid* Dabhasi, Bochasan, Golel Uneli, Shahijpur and Ras.	Not...	5′ 6″	27	...	Detailed survey *vid* Borsad sanctioned.
Vijapur-Chhara railway ...	B. B. & C.I.	Vijapur to Chhara ...	Not...	3′ 3⅜″	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway.
Visnagar (or Vadnagar)-Vijapur extension railway.	B. B. & C. I.	Visnagar to Vijapur ... or Vadnagar to Vijapur ...	Surveyed in 1904.	3′ 3⅜″	16 17	5·34 ...	This alternative is favoured by Baroda Durbar, in whose territory the line lies throughout. With the existing Kalol-Vijapur railway the extension will form a chord between Bombay, Baroda and Central India 3′ 3⅜″ gauge railway and Gaekwar's Mehsana railway. Project is at present in abeyance.
Wadi-Gadag railway ...	N. G. S.	Wadi to Gadag ...	Surveyed in 1909.	5′ 6″	174	186·84	His Highness the Nizam's Government prefers the construction of a 3′ 3⅜″ gauge line from Hyderabad to Gadag *vid* Mahbubnagar, Raichur and Lingsugur, survey of which is sanctioned.
Zankhvav-Vajipur railway...	B. B. & C.I.	Zankhvav to Vajipur ...	Surveyed in 1903.	2′ 6″	37	...	Extension of Kosamba-Zankhvav railway.
BURMA.							
Alon-Saingbyin railway ...	B. ...	Alon to Saingbyin *vid* Budalin.	Surveyed in 1911.	3′ 3⅜″	28	11·68	
Assam-Burma connection railway.	A. B. & B. ...	(i) Chittagong-Akyab-Minbla. (Aeng Pass route.)	Surveyed in 1894-1895.	3′ 3⅜″	459	700·00	
		(ii) Lumding-Manipur-Tamma-Yuwo-Kyathin (Manipur route.)			385	650·00	
		(iii) Makum to Mogaung ... (Hukong valley route.)			284	383·00	
		(iv) Chittagong-Taungup-Prome.	Surveyed in 1908-1909.		490	841·94	
Bhamo-Momein (Tengyueh) railway.	B. ...	Bhamo to Momein ...	Surveyed in 1905-1906.	2′ 6″	122	127·52	
Kyangin-Petye railway ...	B. ...	Kyangin to Petye ...	Surveyed in 1908.	3′ 3⅜″	8	...	
Lower Burma railways ...	B. ...	(i) Ye to Tavoy ...	Reconnoitred in 1912.	3′ 3⅜″	33	21·87	The reconnaissance survey is being continued as far as Victoria point to find out the cost of a 2′ 6″ gauge line from Moulmein to that place (500 miles) *vid* Ye, Tavoy and Mergui.
		(ii) Tavoy to Amya, *vid* Myitta.			137	112·37	
		(iii) Moulmein to Three Pagodas.			108	59·02	
		(iv) Ye to Three Pagodas			54	58·51	On alternative alignment (*iv*) will be 70 miles and cost 62·28 lakhs.
Madouk-Nyaunglebin-Pado railway.	B. ...	Madouk to Nyaunglebin ... and Nyaunglebin to Pado ...	Surveyed in 1908-1910.	3′ 3⅜″	10 13	5·40 6·27	
Moulmein-Myawaddy railway	B. ...	Battery point, north of Moulmein to Myawaddy.	Surveyed in 1907.	3′ 3⅜″	78	100·19	
Moulmein-Ye railway ...	B. ...	Battery point, north of Moulmein to Ye.	Surveyed in 1906.	3′ 3⅜″	94	83·22	
Pegu-Syriam railway ...	B. ...	Pegu to Syriam ...	Surveyed in 1904-1905.	3′ 3⅜″	67	53·30	
Pyinmana-Magwe railway ...	B. ...	Pyiwio to Taungdwingyi... and Taungdwingyi to Myingin (near Magwe.)	Surveyed in 1907-1908.	3′ 3⅜″	69 51	49·74 40·95	Proposed in 1905 in case of necessity as a famine relief work. The Pyinmana-Minbyin section, 29 miles long, re-surveyed in 1911, as a light line and estimated to cost Rs. 13·73 lakhs. It will open up rich forest reserves.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BURMA—*concld.*							
Shwebo-Thabeitkyin railway	B. ...	Shwebo to Thabeitkyin, *vid* Letkobin.	Surveyed in 1899.	3′ 3⅜″	30	14·43	Projected to tap Kabwe collieries and ruby mine district. Collieries served by first section to Letkobin (23 miles). Cost 9·94 lakhs.
Shwebo-Yeu Light railway	B. ...	Shwebo to Yeu ...	Surveyed in 1907.	3′ 3⅜″	22	...	Projected to serve country to be irrigated by Shwebo and Yeu canals.
Ta Hapalai-Nam Pai railway	B. ...	Ta Hapalai (on Lashio Branch) to Nam Pai (on Burma Mines Light railway).	Surveyed in 1910.	3′ 3⅜″	26	17·63	Project abandoned at present.
CENTRAL INDIA.							
Barwaha-Bodeli Light railway.	B. B. & C. I.	Barwaha to Bodeli ...	Surveyed in 1906.	2′ 6″	163	61·15	Construction of Bodeli-Chhota Udepur section (24 miles) by private promoters under consideration and its detailed survey made in 1912.
Bir-Bhopal railway ...	G. I. P. ...	Bir to Bhopal ...	Surveyed in 1906-1907.	5′ 6″	102	166·12	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage.
Mirzapur-Maihar chord railway.	...	(See under United Provinces.)	...	...	...	...	
Rewah-Sutna railway ...	E. I. ...	Rewah to Sutna ...	Re-surveyed in 1912.	2′ 6″ 5′ 6″	32	10·27 18·60	(*a*)
CENTRAL PROVINCES.							
Amraoti-Sonnair railway ...	G. I. P. ...	Amraoti to Narkher, *vid* Morsi.	Surveyed in 1906-1907.	5′ 6″	70	65·70	The Itarsi-Nagpur railway supersedes the section from Narkher to Sonnair.
Belharshah extension railway	...	(See under Hyderabad.)	...	...	...	...	
Bilaspur-Mungoli-Mandla railway.	B. N. ...	Bilaspur to Chcraidongri...	Surveyed in 1905-1908.	2′ 6″	153	101·74	Excluding interest on capital.
Bir-Bhopal railway ...	...	(See under Central India.)	...	...	...	...	
Borkhedi-Hinganghat railway.	G. I. P. ...	Borkhedi to Hinganghat ...	Surveyed in 1906-1907.	5′ 6″	26	20·91	Chord between the North-East line and the Wardha coal branch.
Dhamtari-Bastar-Salur railway.	B. N. ...	Dhamtari to Salur, *vid* Bastar, comprising—			...	...	Reconnaissance survey made in 1912.
		(1) Dhamtari to Jagdalpur					
		by (*a*) Western route ...			182	51·28	
		by (*b*) Central route ...			152	49·04	
		by (*c*) Eastern route *vid* Kondagaon.	Not ...	2′ 6″	145	45·35	
		by (*d*) Eastern route direct			137	43·30	
		(2) Jagdalpur to Jeypur ...			52	13·31	
		(3) Jeypur to Salur ...			117	73·41	
Khamgaon-Jalna railway ...	G. I. P. ...	Khamgaon to Jalna ...	Surveyed in 1893-1900.	2′ 6″	93	32·65	Fresh survey of Khamgaon-Chickli section (·6 miles) made in 1912. Proposals for construction under Branch line terms by private promoters under consideration.
Khandwa-Akola-Hingoli railway.	B. B. & C. I.	Khandwa to Hingoli, *vid* Akola and Basim, comprising—					
		(1) British Section, Khandwa to Painganga.	Resurveyed in 1911-12.	3′ 3⅜″	168	148·01	Line forms part of North and South 3′ 3⅜″ gauge connection.
		(2) Hyderabad Section, Hingoli to Painganga.			17	12·29	
Lafa Coal Fields railway ...	B. N.	Bilaspur to Lafa Coal Fields	Not ...	2′ 6″	20	...	Survey sanctioned after close of 1912.
Pulgaon-Arvi railway ...	G. I. P. ...	Pulgaon to Arvi ...	Surveyed in 1911.	2′ 6″	22	10·46	(*a*)
Rajahmundry-Sironcha railway.	M. & S. M.	Rajahmundry to Sironcha direct.	Surveyed in 1909-1910.	5′ 6″	209	367·96	
		or *Vid* Gokavaram ...			215	367·84	
Sambalpur-Khurda railway	...	(See under Bihar and Orissa.)	...	...	...	...	
HYDERABAD.							
Belharshah extension railway	G. I. P. & N. G. S.	Belharshah to Kazipet, *vid* Sirpur, Tandur and Pedapali.	Re-surveyed in 1910.	5′ 6″	149	151·97*	These projects supersede the earlier Eastern and Western routes between Bellarpur and Warangal.
		Bellarpur to Sironcha ...	Surveyed in 1904-1905.	2′ 6″	107	42·26	

* Excluding rolling-stock.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
HYDERABAD —*concld.*					Miles.	Lakhs of rupees.	
Hyderabad-Kistna River railway.	N. G. S....	Hyderabad to Kistna river	Surveyed in 1905.	3′ 3⅜″	148	123·68	Figures are approximate as results of survey not known.
Khamgaon-Jalna railway ...	...	(See under Central Provinces.)	...	...	...	...	Part of North and South 3′ 3⅜″ gauge connection.
Khandwa-Akola-Hingoli railway.	...	(See under Central Provinces.)	...	...	...	...	
Wadi-Gadag railway ...	...	(See under Bombay.)	...	...	...	...	
KASHMIR.							
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab.)	...	...	...	...	
MADRAS.							
Ammayanayakkanur-Uttamapalaiyam railway.	S. I. ...	Ammayanayakkanur to Uttamapalaiyam.	Surveyed in 1906.	3′ 3⅜″	61	...	
Arsikere-Mangalore railway	...	(See under Mysore)	...	...	...	...	
Attur-Chinna Selam-Tirumandora railway.	S. I. ...	Attur to Chinna Selam ...	Not ...	3′ 3⅜″	29	...	Survey sanctioned.
		or					
		to Tirumandora ...			30	...	
Bezwada-Jaggiapett railway	M. & S. M.	Bezwada to Jaggiapett ...	Not ...	5′ 6″	54	43·50	
Cuddalore-Vriddhachalam railway.	S. I. ...	Cuddalore to Vriddhachalam	Surveyed in 1905.	3′ 3⅜″	34	...	
Dhamtari-Bastar-Salur railway.	...	(See under Central Provinces).	...	...	...	...	
Dhanushkodi-Talaimanaar railway.	S. I. ...	Dhanushkodi to Talimanaar	Not ...	...	...	...	New project. Preliminary survey sanctioned, will connect India with Ceylon.
Dharmapuri-Bangalore railway.	S. I. ...	Dharmapuri to Bangalore, *vid* Palakodu, with Palakodu-Krishnagiri branch.	Surveyed in 1906.	2′ 6″	107	37·53	Dharmapuri-Palakodu-Hosur section (30 miles, cost 22·51 lakhs) under construction.
Dindigul-Palghat railway ...	S. I. ...	Dindigul to Palghat, *vid* Palni, Pollachi and Kollengode.	Surveyed in 1903-1904 and 1905-1906.	3′ 3⅜″	111	78·99	
Ganjam District Light railways.	B. N. ...	Berhampore to Russelkonda	Surveyed in 1899.	2′ 6″	49	14·91	Other lines comprised in the scheme are superseded or abandoned.
Gudivada-Nidadavolu railway.	M. & S. M.	(i) Gudivada to Bhimavaram.	Under survey	...	40	...	New project proposed by District Board of Kistna.
		(ii) Nidadavolu to Palakollu *vid* Viravasram.		...	35	...	
		(iii) Bhimavaram to Viravasram.	Not ...	...	17	...	Survey of (iii) and (iv) sanctioned since close of the year.
		(iv) Palakollu to Narsapur					
Kalikiri-Rayachoti branch railway.	M. & S. M.	Kalikiri (or Pilor) to Rayachoti.	Surveyed in 1899-1900.	3′ 3⅜″	34	10·76	
Karaikudi-Arantangi railway	S. I. ...	Karaikudi to Arantangi ...	Surveyed in 1910.	3′ 3⅜″	18	8·79	Alternative to Devakota-Arantangi branch of the Trichinopoly-Ramnad railway.
Kavali-Udayagiri railway ...	M. & S. M.	Kavali to Udayagiri ...	Surveyed in 1908.	2′ 6″	51	15·96	
Kodaikanal Road-Uttamapalaiyam railway.	S. I. ...	Kodaikanal Road to Uttamapalaiyam.	Surveyed in 1906-1907.	3′ 3⅜″	61	...	(*a*) New project.
Kumbakonam-Mannargudi railway.	S. I. ...	Kumbakonam to Mannargudi.	Surveyed in 1905.	3′ 3⅜″	22	18·61	See remarks on "Nidamangalam-Vedaraniem railway," which comprises Nidamangalam-Mannargudi section of this railway.
Madura-Bodinayakkanur railway.	S. I.	Madura to Bodinayakkanur.	Not ...	...	54	...	New project proposed by District Board of Madura. Traffic survey sanctioned.
Mayavaram-Tranquebar railway.	S. I. ...	Mayavaram to Tranquebar	Not ...	3′ 3⅜″	16	...	New project proposed by Tanjore District Board. Survey sanctioned since the close of the year.
Mysore-Tellicherry railway	M. & S. M.	Mysore to Tellicherry ...	Surveyed in 1899-1900.	2′ 6″	145	81·00	
Nandyal-Atmakur railway...	M. & S. M.	Nandyal to Atmakur, *vid* Velgode.	Surveyed in 1909.	3′ 3⅜″	30	14·87	Surveyed on behalf of the District Board of Kurnool.
Nanjangud-Erode railway ...	...	(See under Mysore). ...	...	...	...	...	
Nidamangalam-Vedaraniem railway.	S. I. ...	(i) Nidamangalam to Mannargudi.	Surveyed in 1905.	3′ 3⅜″	8	5·83	Comprises the Nidamangalam-Mannargudi section of the Kumbakonam-Mannargudi line.
		(ii) Mannargudi to Tiruturaipundi.	Not	...	...	...	Construction of (i) and (iii) on behalf of the District Board of Tanjore sanctioned.
		(iii) Tiruturaipundi to Vedaraniem.	Surveyed in 1905-1906.	3′ 3⅜″	20	10·88	Survey of (ii) sanctioned since the close of the year.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1912.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
MADRAS—*concld.*							
Palakod-Karur railway ...	S. I. ...	Palakod to Karur, *vid* Salem.	Not ...	3′ 3¾″	...	...	Reconnaissance survey sanctioned including a survey for an alternative line from Namakkal to Samayapuram in connection with the section from Salem to Karur.
Palni-Satyamangalam railway.	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Surveyed in 1903-1904.	3′ 3¾″ 3′ 3¾″	84 17	84·33 25·03	
Parlakimedi-Gunupur railway.	B. N. ...	Parlakimedi to Gunupur .	Surveyed in 1910-1911.	2′ 6″	32	8·29	Surveyed at the instance of the Parlakimedi estate.
Phirangipuram-Gurzala branch railway.	M. & S. M.	Phirangipuram to Gurzala	Surveyed in 1901.	3′ 3¾″	50	12·60	
Podanur-Pollachi railway ...	S. I. ...	Podanur to Pollachi ...	Surveyed in 1908-1909.	3′ 3¾″	26	21·78	Surveyed on behalf of the District Board of Coimbatore. Cost as a low grade line 10·56 lakhs.
Quilon-Trivandrum railway	S. I. ...	Quilon to Trivandrum ...	Surveyed in 1910-1911.	3′ 3¾″	39	25·72	New project. Proposed by Travancore Darbar.
Ramnad-Kilakkarai railway	S I. ...	Ramnad to Kilakkarai ...	Surveyed in 1909-1910	3′ 3¾″	11	3·35	Surveyed on behalf of the District Board of Madura.
Ramnad-Virudupatti railway	S. I. ...	Ramnad to Virudupatti ...	Surveyed in 1909.	3′ 3¾″	66	27·89	Estimates are under revision.
Rajahmundry-Sironcha railway.	...	(See under Central Provinces).	...	...	...	...	
Renigunta-Madras railway	M. & S. M.	Renigunta to Madras ...	Not ...	3′ 3¾″	100	...	New project. Survey sanctioned.
Salem-Attur branch railway	S. I. ...	Salem to Attur ...	Surveyed in 1910.	3′ 3¾″ 5′ 6″	33 36	... 17·59	
Singarayakonda-Kanigiri railway.	M. & S. M.	Singarayakonda to Kanigiri	Surveyed in 1908.	2′ 6″	41	13·83	
Tanjore-Tiruvadi railway ...	S. I. ...	Tanjore to Tiruvadi ...	Not ...	3′ 3¾″	7	...	New project proposed by Tanjore District Board. Survey sanctioned since the close of the year.
Tinnevelly-Tiruchendur railway.	S. I. ...	Tinnevelly to Tiruchendur	Surveyed in 1903-1904.	3′ 3¾″	38	20·52	Proposed by the District Board of Tinnevelly.
Trichinopoly-Panruti railway	S. I. ...	Trichinopoly to Panruti *vid* Srirangam, Tiruppattur, Parambalur, Volcondah, Parlore and Adiyur.	Surveyed in 1907.	3′ 3¾″	95	107·20	
Trichinopoly-Ramnad railway	S. I. ...	Trichinopoly to Ramnad, with branch from Devakota to Arantangi.	Surveyed in 1909.	3′ 3¾″	108 26	54·23 17·34	Alternative to Trichinopoly-Thondi railway.
Trichinopoly-Thondi railway	S. I. ...	Trichinopoly to Thondi ...	Not ...	3′ 3¾″	86	37·50	
Ulundurpettai-Chinna Selam railway.	S. I. ...	Ulundurpettai to Chinna Selam.	Surveyed in 1909.	3′ 3¾″	32	13·52	
Vaigai Valley railway ...	S. I. ...	Ammayanayakkannur to Kotagudi, with extensions.— (i) Periyakulam to Krishnama Naik's tope. (ii) Near Theni (mile 39) to Uttamapalaiyam.	Not ...	2′ 6″	55 5 18	22·88	Ammayanayakkannur-Uttamapalaiyam line proposed by District Board of Madura covers a large portion of this project.
Virudupati-Tenkasi railway	S. I. ...	Virudupati to Tenkasi, *vid* Sivakasi.	Surveyed in 1911-12.	3′ 3¾″	76	30·39	
Vizianagram-Bimlipatam railway.	B. N. ...	Vizianagram to Bimlipatam	Not ...	5′ 6″	15	9·39	
Yerragudipad-Jammalamadugu railway.	M. & S. M.	Yerragudipad to Jammalamadugu.	Surveyed in 1900.	2′ 6″ 5′ 6″	24	10·45 13·47	Will be merged in the Yerragudipad-Nandyal project.
Yerragudipad-Nandyal railway.	M. & S. M.	Yerragudipad to Nandyal...	Surveyed in 1908-1909.	3′ 3¾″	71	40·85	
MYSORE.							
Arsikere-Mangalore railway	M. & S. M.	Arsikere to Mangalore, *vid* Hassan.	Surveyed in 1899-1900.	2′ 6″	136	85·44	Sub-grade for 3′ 3¾″ gauge from Arsikere to Hassan (29 miles) is included in the estimate.
Chickjajur-Chitaldrug railway.	M. & S. M.	Chickjajur to Chitaldrug...	Surveyed in 1912.	3′ 3¾″	21	8·54	New project.
Dharmapuri-Bangalore railway.	...	(See under Madras.)	...	...	...	...	
Dodbele-Kolar Gold-fields railway.	M. & S. M.	Dodbele to Kolar Gold-fields.	Surveyed in 1907.	3′ 3¾″	72	...	

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9.)	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
MYSORE—*concld.*					Miles.	Lakhs of rupees.	
Mysore-Hassan railway ...	M. & S. M.	Mysore to Hassan ...	Surveyed in 1909-1910.	3′ 3⅜″	74	55·75	
Mysore-Tellicherry railway	...	(See under Madras.)	...	...	...	...	
Nanjangud-Erode railway ...	M. & S. M.	Nanjangud to Erode ...	Surveyed in 1908-1910.	3′ 3⅜″	121	123·03	33·7 miles in Mysore. The Durbar do not propose to construct this section till the British section is put in hand. The line including a branch from Sattayamangalam to Mettupalaiyam (29 miles) is being re-surveyed.
NORTH-WEST FRONTIER PROVINCE.							
Mardan-Charsadda railway	N. W. ...	Mardan to Charsadda ...	Surveyed in 1910.	2′ 6″	17	9·06	(*a*)
Mardan-Swabi railway ...	N. W. ...	Mardan to Swabi ...	Surveyed in 1910.	2′ 6″	31	21·52	(*a*)
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab) ...	...	...	...	...	
Trans-Indus railway ...	N. W. ...	(i) Kohat to Bannu ...	Surveyed in 1909.	2′ 6″	140	90·05	A line from Laki to Tank, *vid* Pezu as alternative to (*ii*) sanctioned for construction.
		(ii) Laki to Dera Ismail Khan.					
PUNJAB.							
Bhagtanwali-Sargodha railway.	N. W. ...	Bhagtanwali to Sargodha	Not ...	5′ 6″	16	...	To connect with the proposed Sangla-Chiniot-Khushab railway.
Dhak branch railway ...	N. W. ...	(i) Dhak to Tajuwala direct	Surveyed in 1906 07.	5′ 6″	11	4·97* ...	To serve coal mines.
		(ii) and *vid* Katha ...			14	7·86*	
Jhang-Sangla railway ...	N. W. ...	Jhang to Chiniot ...	Surveyed in 1906.	5′ 6″	50·63	32·94*	Estimates revised in 1911.
		and Chiniot to Sangla ...			23·78	18·39*	Sangla to Chiniot section considered more important. Extension to Khushab, *vid* Sargodha and Shahpur, also recommended by the Punjab Government.
Kalka-Baijnath railway ...	E. I. ...	Kalka to Baijnath with branches.	Not ...	2′ 6″	170	101·18	New project. Reconnoitred in 1912.
		(1) Mandi to Kulu ...			42	30·08	
		(2) Nalagarh to Rupar			16	8·69	
Karnal-Kaithal-Nabha branch railway.	E. I. ...	Karnal to Nabha, *vid* Kaithal	Not ...	5′ 6″	70	56·00	
Mandra-Bhon railway ...	N. W. ...	Mandra to Bhon, *vid* Chakwal.	Surveyed in 1907-1908.	5′ 6″	47	33·05	(*a*)
Nankana-Changa Manga-Pak Patan railway.	N. W. ...	Nankana *vid* Bulloke to Changa Manga.	Not ...	2′ 6″	35	...	Survey sanctioned after close of 1912.
		Changa Manga *vid* Chunian Hujra and Dipalpur to Pak Patan.			60	...	
Pathankot-Bakloh railway...	N. W. ...	Pathankot to Bakloh *vid* Nurpur.	Not ...	2′ 6″	35	...	New project. Survey sanctioned. Alternative to Pathankot-Nurpur.
Pathankot-Nurpur railway...	N. W. ...	Pathankot to Nurpur ...	Surveyed in 1912.	5′ 6″	14	12·58	
Patiala-Jakhal railway ...	N. W. ...	Patiala to Jakhal ...	Surveyed in 1906.	5′ 6″	54	34·00	
				3′ 3⅜″		24·33	
Phagwara-Nawashar railway	N. W. ...	Phagwara to Nawashar with branches to Garshanker and Rahon.	Surveyed in 1909.	5′ 6″	33	25·59	Will be constructed by State.
				2′ 6″		22·27	
Phillour-Garshanker railway	N. W. ...	Phillour to Garshanker, *vid* Nawashar.	Surveyed in 1911-12.	5′ 6″	28	...	Alternative to Phagwara-Nawashar railway.
Sarai Kala-Abbottabad-Srinagar railway.	N. W. ...	Saraikala to Srinagar, *vid* Abbottabad. (Comprises the following sections).	...	...	...	...	Portions within British and Kashmir territories to be constructed and owned by the Government of India and Durbar, respectively.
		(i) Saraikala to Abbottabad.	Resurveyed in 1907-1909.	5′ 6″	51	37·76	Sarai Kala-Havelian portion of the line sanctioned for construction on the 5′ 6″ gauge.
		(ii) Abbottabad to Garhi Habibulla.		5′ 6″	28	17·39	
				5′ 6″	4	10·41	
		(iii) Garhi Habibulla to Kashmir frontier.	Surveyed in 1892-1893.	5′ 6″	5	27·24	
		(iv) Kashmir frontier to Domel.					
		(v) Kashmir frontier to Srinagar.		3′ 3⅜″	109	157·89	

* Excluding rolling-stock.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 8—*concld.*

Railways and tramways projected up to the 31st December 1912.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9.)	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
PUNJAB—*concld.*					Miles.	Lakhs of rupees.	
Sialkot-Amritsar railway ...	N. W. ...	Sialkot to Amritsar ...	Surveyed in 1910.	5′ 6″	78	111·76	(*a*) Construction of Batala-Dera Nanak and Sialkot-Narowal sections under consideration.
				2′ 6″	80	89·28	
		or to Batala *vid* Dera Nanak		5′ 6″	63	101·02	
				2′ 6″	66	78·50	
RAJPUTANA.							
Baran-Marwar railway ...	B. B. & C. I.	Baran to Marwar ...	Surveyed in 1898-1899.	3′ 3⅜″	213	136·67	The section Baran to Kotah (41 miles) has been constructed on 5′ 6″ gauge and is open to traffic.
		or					
		Baran to Nasirabad with Jehazpur to Paondero Branch.			153	96·12	
					71	31·63	
Dholpur-Rajakhera Extension railway.	B. B. & C. I.	Dholpur to Rajakhera ...	Surveyed in 1910-1911.	2′ 6″	23	...	Proposed by Dholpur Durbar.
Gungapur-Luni railway ...	B. B. & C. I.	Gungapur to Beawar through Tonk Nasirabad.	Not ...	5′ 6″	165	...	New project. Survey sanctioned.
Karauli branch railway ...	B. B. & C. I.	Gangapur to Karauli ...	Not ...	...	25	...	Proposed by Karauli Durbar as a famine relief work.
Mauli-Nathdwara railway ...	U. C. ...	Mauli to Nathdwara ...	Surveyed in 1896.	3′ 3⅜″	15	4·73	
Sri Madhopur-Borawar chord railway.	B. B. & C. I.	Sri Madhopur to Borawar.	Not ...	3′ 3⅜″	...	...	
Sri Madhopur-Sikar railway	B. B. & C. I.	Sri Madhopur to Sikar ...	Surveyed in 1900.	3′ 3⅜″	31	8·69	
UNITED PROVINCES.							
Auriya-Phaphund railway ...	E. I. ...	Auriya to Phaphund ...	Surveyed in 1907.	5′ 6″	13	8·88	
Dehra-Rajpur railway ...	O. & R. ...	Dehra to Rajpur ...	Surveyed in 1912.	5′ 6″	8	11·19	(*a*)
Fatehpur-Markundi chord railway.	E. I. ...	Fatehpur to Markundi alternatives.	Surveyed in 1900-1901.		72	98·46	
		(i) Fatehpur to Karwi ...		5′ 6″	52	72·59	
		(ii) Khaga to Manikpur ...			57	85·98	
Hardoi-Sandi branch railway	O. & R. ...	Hardoi to Sandi ...	Surveyed in 1902.	5′ 6″	14	3·62	
Jharekapur-Chouka river railway.	R. & K. ...	Jharekapur to the bank of the Chouka river.	Not ...	3′ 3⅜″	20	...	New project. Survey sanctioned. Since close of the year extension of the survey to Kaurilaghat station, a further distance of 45 miles, sanctioned.
Karwi-Rajapur railway ...	G. I. P. ...	Karwi to Rajapur direct or	Surveyed in 1906-1907.	5′ 6″	19	7·76	Government of United Provinces favour the route, *vid* Pahari.
		vid Pahari			21	8·42	
Kasganj-Rajghat (or Atrauli) railway.	O. & R. ...	Kasganj to Rajghat or Atrauli.	Surveyed in 1910-1911.	5′ 6″	54	...	Alternative to Budaon-Babrala section of the Tilhar-Hapur project.
Kasipur-Kalagarh railway...	R. & K. ...	Kasipur to Kalagarh ...	Not ...	3′ 3⅜″	27	...	New project. Survey sanctioned.
Kunch-Madhogarh railway...	G. I. P. ...	Kunch to Shankarpur, *vid* Jalaon with Jalaon-Madhogarh Branch.	Surveyed in 1906.	5′ 6″	36	13·44	Certain amount of earthwork done in 1906 as famine relief work.
					16	5·92	
Lucknow-Sultanpur railway	O. & R. ...	Lucknow to Sultanpur ...	Not ...	2′ 6″	80	...	(*a*) New project. Survey sanctioned.
Mirzapore-Maihar chord railway.	E. I. ...	Mirzapore to Maihar ...	Surveyed in 1903.	5′ 6″	140	155·00	
Rosa-Budaon-Hapur railway	O. & R. ...	(i) Rosa to Budaon ...	Surveyed in 1910-1911.	5′ 6″	73	93·09	(*a*)
		(ii) Budaon to Babrala ..			54	60·27	
		(iii) Rajghat to Hapur with a branch to Bulandshahr.			69	69·24	
Tilhar-Budaon-Hapur railway	O. & R. ...	Tilhar to Hapur *vid* Budaon with a branch from Jehangirabad to Bulandshahr.	Surveyed in 1909.	5′ 6″	147	180·21	
			Surveyed in 1909.	5′ 6″	16		
Unao-Madhoganj railway ...	O. & E. ...	(i) Unao to Bangarmau *vid* Safipur or *vid* Hyderabad.	Surveyed in 1910-1911.	5′ 6″	30	24·73	
					38	29·24	
		(ii) Bangarmau to Madhoganj.			18	14·66	

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 9.

History of railways constructed and in progress.

Index.

Railway.	Abbreviations of names of railways.	Number. Main head.	Number. Sub-head.	Gauge.	Working agency.	Page.
1	2	3	4	5	6	7
A						
Agra-Delhi Chord	A.D.C.	5	(*b*)	5′ 6″	G. I. P. Ry. Co. ...	165
Ahmedabad-Dholka	A.D.	2	(*g*)	3′ 3⅜″	B. B. and C. I. Ry. Co.	127
Ahmedabad-Parantij ...	A.P.	2	(*h*)	3′ 3⅜″	B. B. and C. I. Ry. Co.	128
Ambaji-Taranga Light ...	A.T.	24	(*a*)	2′ 6″	...	28
Amritsar-Patti	A.P.T.	8	(*b*)	5′ 6″	N. W. Ry.	205
Arrah-Sasaram Light ...	A.S.	25	(*a*)	2′ 6″	A. S. Light Ry. Co. ...	286
Assam-Bengal	A.B.	11	(*a*)	3′ 3⅜″	A. B. Ry. Co. ...	241
B						
Bangalore-Chickballapur Light ...	B.C.	26	(*a*)	2′ 6″	...	287
Baran-Kotah	B.K.	5	(*c*)	5′ 6″	G. I. P. Ry. Co. ...	166
Barasat-Basirhat Light ...	B.B.L.	27	(*a*)	2′ 6″	B. B. L. Ry. Co. ...	288
Barsi Light	B.L.	28	(*a*)	2′ 6″	B. L. Ry. Co. ...	290
Bengal and North-Western ...	B.&N.W.	12	(*a*)	3′ 3⅜″	B. & N. W. Ry. Co. ...	243
Bengal Dooars	B.D.	13	(*a*)	3′ 3⅜″	B. D. Ry Co. ...	251
Bengal Dooars Extensions ...	B.D.E.	13	(*b*)	3′ 3⅜″	B. D. Ry Co. ...	253
Bengal-Nagpur	B.N.	1	(*a*)	5′ 6″	B. N. Ry. Co. ...	103
Bezwada Extension	B. E.	7	(*b*)	5′ 6″	N. G. S. Ry. Co. ...	197
Bezwada-Masulipatam ...	B.M.	6	(*d*)	3′ 3⅜″	M. & S. M. Ry. Co. ...	182
Bhavnagar	B.N.G.	14	(*a*)	3′ 3⅜″	Bhavnagar Durbar ...	254
Bhopal-Itarsi (British section) ...	B.I.	5	(*d*)	5′ 6″	G. I. P. Ry. Co. ...	167
Bhopal-Itarsi (Native State section).						
Bhopal-Ujjain	B.U.	5	(*e*)	5′ 6″		168
Billimora-Kalamba	B.K.B.	2	(*h*)	2′ 6″	B. B. & C. I. Ry. Co. ...	138
Bina-Goona-Baran	B.G.B.	5	(*f*)	5′ 6″	G. I. P. Ry. Co. ...	170
Birur-Shimoga	B.S.G.	6	(*e*)	3′ 3⅜″	M. & S. M. Ry. Co. ...	183
Bombay, Baroda and Central India (5′ 6″ gauge).	B.B.&C.I.	2	(*a*)	5′ 6″	B. B. & C. I. Ry. Co. ...	113
Bombay, Baroda and Central India (3′ 3⅜″ gauge).	B. B. &C.I.M.	2	(*b*)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	117
Bowringpet-Kolar	B. P. K.	6	(*m*)	2′ 6″	M. & S. M. Ry. Co. ...	194
Broach-Jambusar Branch ...	B.J.	2	(*g*)	2′ 6″	B. B. & C. I. Ry. Co. ...	138
Bukhtiarpore-Bihar Light ...	B.B.	29	(*a*)	2′ 6″	B. B. Light Ry. Co. ...	292
Burma	B.	15	(*a*)	3′ 3⅜″	B. Rys. Co. ...	256
Burma Extensions	B.R.E.	15	(*b*)	3′ 3⅜″	B. Rys. Co. ...	259
Buthidaung-Maungdaw ...	B.M.W.	30	(*a*)	2′ 6″	B. M. W. Ry. Co.	293
C						
Calcutta Port Commissioners' ...	C.P.T.	...	...	5′ 6″	Calcutta Port Commissioners ...	139
Cawnpore-Banda	C.B.D.	9	(*d*)	5′ 6″		225
Cawnpore-Burhwal link ...	C.B.M.	9	(*e*)	3′ 3⅜″	B. & N. W. Ry. Co. ...	224
Champaner-Shivrajpur Light ...	C.S.	31	(*a*)	2′ 6″	Shivrajpur Syndicate of Bombay.	294
Cooch Behar	C.B.	3	(*c*)	3′ 3⅜″	E. B. Ry.	146
Cutch	C.	32	(*a*)	2′ 6″	Cutch Durbar... ...	295
D						
Darjeeling-Himalayan ...	D.H.	43	(*a*)	2′ 0″	D. H. Ry. Co. ...	305
Dehri-Rohtas Light	D.R.	33	(*a*)	2′ 6″	D. R. Light Ry. Co. ...	296
Delhi-Umballa-Kalka ...	D.U.K.	4	(*b*)	5′ 6″	E. I. Ry. Co. ...	155
Dholpur-Bari	D.B.	34	(*a*)	2′ 6″	Dholpur Durbar ...	297
Dhond Baramati	D.B.M.	5	(*i*)	2′ 6″	G. I. P. Ry. Co. ...	175
Dhone-Kurnool	D.K.	6	(*f*)	3′ 3⅜″	M. & S. M. Ry. Co. ...	185
Dhrangadra	D.H.R.	14	(*b*)	3′ 3⅜″	Bhavanagar Durbar ...	255
Dibru-Sadiya	D.S.	16	(*a*)	3′ 3⅜″	Assam Rys. & Tradg. Co. ...	262
Dwara-Therria Light ...	D.T.	35	(*a*)	2′ 6″	...	298

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Railway.	Abbreviations of names of railways.	Number.		Gauge.	Working agency.	Page.
		Main head.	Sub-head.			
1	2	3	4	5	6	7
E						
Eastern Bengal	E.B.	3	(*a*)	5′ 6″	E. B. Ry.	140
Eastern Bengal	E.B.M.	3	(*b*)	3′ 3⅜″	E. B. Ry.	143
Eastern Bengal	E.B.M.	3	(*b*)	2′ 6″	E. B. Ry.	145
East Indian	E.I.	4	(*a*)	5′ 6″	E. I. Ry. Co.	149
G						
Gaekwar's Dabhoi	G.D.	2	(*m*)	2′ 6″	B. B. & C. I. Ry. Co. ...	135
Gaekwar's Mehsana	G.M.	2	(*i*)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	131
Godhra-Lunavada	G.L.D.	36	(*a*)	2′ 6″	...	298
Gondal-Porbandar	G.P.	17	(*a*)	3′ 3⅜″	Gondal and Porbandar Durbars.	265
Gondia-Chanda Extension ...	G.C.	1	(*b*)	2′ 6″	B. N. Ry. Co. ...	107
Great Indian Peninsula ...	G.I.P.	5	(*a*)	5′ 6″	G. I. P. Ry. Co. ...	160
Gwalior Light	G.L.	5	(*g*)	2′ 0″	G. I. P. Ry. Co. ...	170
H						
Hardwar-Dehra	H.D.	9	(*b*)	5′ 6″	O. & R. Ry.	223
Hindupur (Yesvantpur-Mysore Frontier).	H.	6	(*g*)	3′ 3⅜″	M. & S. M. Ry. Co. ...	186
Hingoli Branch	H.B.	7	(*c*)	3′ 3⅜″	N. G. S. Ry. Co. ...	199
Howrah-Amta Light ...	H.A.	44	(*a*)	2′ 0″	H. A. Light Ry. Co. ...	307
Howrah-Sheakhala Light ...	H.S.	45	(*a*)	2′ 0″	H. S. Light Ry. Co. ...	309
Hyderabad-Godavari Valley ...	H.G.V.	7	(*d*)	3′ 3⅜″	N. G. S. Ry. Co. ...	200
J						
Jagadhri Light	J. L.	46	(*a*)	2′ 0″	J. L. Ry. Co.	311
Jaipur	J.S.M.	2	(*j*)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	133
Jammu and Kashmir (Native State section).	J.K.	8	(*c*)	5′ 6″	N. W. Ry.	207
Jamnagar	J.N.	18	(*a*)	3′ 3⅜″	Jamnagar Durbar ...	267
Jessore-Jhenidah Light ...	J.J.	37	(*a*)	2′ 6″	...	298
Jetalsar-Rajkot	J.R.	17	(*b*)	3′ 3⅜″	Gondal and Porbandar Durbars.	265
Jodhpur-Bikaner (Jodhpur section).	J.B.	19	(*a*)	3′ 3⅜″	J. B. Ry.	268
„ „ (Bikaner section).	J.B.B.	19	(*b*)	3′ 3⅜″	J. B. Ry.	269
Jodhpur-Hyderabad (British section).	J.H.	19	(*c*)	3′ 3⅜″	J. B. Ry.	270
Jorhat (Provincial)	J.	47	(*a*)	2′ 0″	Provincial Govt. ...	312
Jubbulpore-Gondia Extension ...	J.G.E.	1	(*c*)	2′ 6″	B. N. Ry. Co. ...	108
Jullundur Doab	J.D.	8	(*d*)	5′ 6″	N. W. Ry. ...	208
Junagad	J.N.D.	20	(*a*)	3′ 3⅜″	Junagad Durbar ...	275
K						
Kalka-Simla	K.S.	8	(*b*)	2′ 6″	N. W. Ry.... ...	217
Khanpur-Chachran	K.C.	8	(*e*)	5′ 6″	N. W. Ry.... ...	209
Khijadia-Chalala	K.C.L.	17	(*c*)	3′ 3⅜″	Gondal and Porbandar Durbars	266
Kohat-Thal	K.T.	8	(*l*)	2′ 6″	N. W. Ry.	218
Kolar Gold-fields	K.G.	6	(*b*)	5′ 6″	M. & S. M. Ry. Co. ...	179
Kolhapur	K.L.	6	(*h*)	3′ 3⅜″	M. & S. M. Ry. Co. ...	187
Kosamba-Zankhvav	K.Z.	2	(*n*)	2′ 6″	B. B. & C. I. Ry. Co. ...	136

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Railway.	Abbreviations of names of railways.	Numbers. Main head.	Numbers. Sub-head.	Gauge.	Working agency.	Page.
1	2	3	4	5	6	7
L						
Ledo and Tikak-Margherita Colliery.	L. T.	16	(*b*)	3′ 3⅜″	Assam Rys. & Tradg. Co....	264
Lucknow-Bareilly	L. B.	22	(*b*)	3′ 3⅜″	R. & K. Ry. Co. ...	282
Ludhiana-Dhuri-Jakhal ...	L. D. J.	8	(*f*)	5′ 6″	N. W. Ry. ...	219
M						
Madaya Light	M.	38	(*a*)	2′ 6″	M. Tramway Co. ...	299
Madras and Southern Mahratta ...	M. & S. M.	6	(*a*)	5′ 6″	M. & S. M. Ry. Co. ...	176
Madras and Southern Mahratta ...	M. & S. M.M.	6	(*c*)	3′ 3⅜″		181
Matheran Light	M. T. H.	5	(*h*)	2′ 0″	G. I. P. Ry. Co. ...	173
Mirpur Khas-Jhudo ...	M. K.	19	(*d*)	3′ 3⅜″	J. B. Ry.	272
Mirpur Khas-Khadro ...	M. K. K.	19	(*e*)	3′ 3⅜″		274
Morappur-Dharmapuri ...	M. D.	10	(*j*)	2′ 6″	S. I. Ry. Co. ...	238
Mourbhanj	M. B.	1	(*d*)	2′ 6″	B. N. Ry. Co. ...	109
Morvi	M. R. W.	21	(*a*)	3′ 3⅜″ and 2′ 6″	Morvi Durbar ...	270
Murtajapur-Ellichpur ...	M. E.	5	(*j*)	2′ 6″	G. I. P. Ry. Co. ...	175
Murtajapur-Yeotmal ...	M. Y.	5	(*k*)	2′ 6″		175
Mymensingh-Jamalpur-Jagannathganj.	M. J. J.	3	(*d*)	3′ 3⅜″	E. B. Ry.	147
Mysore-Nanjangud ...	M. N.	6	(*i*)	3′ 3⅜″	M. & S. M. Ry. Co. ...	188
Mysore section (Madras and Southern Mahratta).	M. S.	6	(*j*)	3′ 3⅜″		188
N						
Nadiad-Kapadvanj	N. K.	39	(*a*)	2′ 6″	...	300
Nagda-Ujjain	N. U.	2	(*c*)	5′ 6″	B. B. & C. I. Ry. Co. ...	121
Nagpur-Chhindwara Extension ...	N. C.	1	(*e*)	2′ 6″	B. N. Ry. Co. ...	110
Nilgiri	N.	10	(*c*)	3′ 3⅜″	S. I. Ry. Co. ...	230
Nizam's Guaranteed State ...	N. G. S.	7	(*a*)	5′ 6″	N. G. S. Ry. Co. ...	195
North Western	N. W.	8	(*a*)	5′ 6″	N. W. Ry. ...	202
Nowshera-Durgai ...	N. D.	8	(*m*)	2′ 6″		219
O						
Oudh and Rohilkhand ...	O. & R.	9	(*a*)	5′ 6″	O. & R. Ry. ...	220
P						
Palanpur-Deesa ...	P. D.	2	(*k*)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	119
Parlakimedi Light ...	P. L. L.	1	(*f*)	2′ 6″	B. N. Ry. Co. ...	110
Peralam-Karaikkal ...	P. K.	10	(*d*)	3′ 3⅜″	S. I. Ry. Co. ...	231
Petlad-Cambay (Anand-Tarapur section).	P. C. A.	2	(*d*)	5′ 6″	B. B. & C. I. Ry. Co. ...	122
Petlad-Cambay (Tarapur-Cambay section).	P. C. T.	2	(*e*)	5′ 6″		123
Petlad-Vaso	P. V.	2	(*r*)	2′ 6″	B. B. & C. I. Ry. Co. ...	138
Pipar Road-Bhavi Light ...	P. B.	48	(*a*)	2′ 0″	Jodhpur Durbar ...	313
Pondicherry	P.	10	(*e*)	3′ 3⅜″	S. I. Ry. Co. ...	232
Powayan Light	P. W. L.	22	(*o*)	2′ 6″	R. & K. Ry. Co. ...	283
Purulia-Ranchi Branch ...	P. R.	1	(*g*)	2′ 6″	B. N. Ry. Co. ...	111

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Railway.	Abbreviations of names of railways.	Number. Main head.	Number. Sub-head.	Gauge.	Working agency.	Page.
1	2	3	4	5	6	7
R						
Raipur-Dhamtari Branch ...	R. D.	1	(*h*)	2′ 6″	B. N. Ry. Co.... ...	112
Rajpipla	R.	2	(*o*)	2′ 6″	B. B. & C. I. Ry. Co. ...	137
Rajpura-Bhatinda	R. B.	8	(*g*)	5′ 6″	N. W. Ry.	212
Rohilkund and Kumaon ...	R. & K.	22	(*a*)	3′ 3⅜″	R. & K. Ry. Co. ...	277
S						
Sangli	S.	6	(*k*)	3′ 3⅜″	M & S. M. Ry. Co. ...	190
Shahdara (Delhi)-Saharanpur Light.	S. S. L.	40	(*a*)	2′ 6″	S. S. Light Ry. C. ...	300
Shoranur-Cochin	S. C.	10	(*f*)	3′ 3⅜″	S. I. Ry. Co.	234
South Bihar	S. B.	4	(*c*)	5′ 6″	E. I. Ry. Co.	156
South Indian	S. I.	10	(*a*)	5′ 6″	S. I. Ry. Co. ...	226
South Indian	S. I. M.	10	(*b*)	3′ 3⅜″		227
Southern Punjab	S. P.	8	(*h*)	5′ 6″	N. W. Ry.... ...	213
Southern Punjab "Ludhiana" Extension.	S. P. E.	8	(*i*)	5′ 6″		215
Southern Shan States ...	S. S. S.	15	(*c*)	3′ 3⅜″	B. Rys, Co.	261
Sutlej Valley	S. V.	8	(*j*)	5′ 6″	N. W. Ry. ... ,,	216
T						
Tanjore District Board ...	T. D. B.	10	(*g*)	3′ 3⅜″	S. I. Ry. Co.	235
Tapti Valley	T. V.	2	(*f*)	5′ 6″	B. B. & C. I. Ry. Co. ...	125
Tarkessur	T.	4	(*d*)	5′ 6″	E. I. Ry. Co.	158
Tarkessur-Magra Light ...	B. P.	41	(*a*)	2′ 6″	B. P. Ry. Co.	302
Tezpore-Balipara Light ...	T. B.	42	(*a*)	2′ 6″	T. B. Light Ry. Co. ...	304
Tinnevelly-Quilon (Travancore) (British section).	T. Q. B.	10	(*h*)	3′ 3⅜″	S. I. Ry. Co. ...	236
Tinnevelley-Quilon (Travancore) (Native State section).	T. Q. N.	10	(*i*)	3′ 3⅜″		238
Tirhoot	T. S.	12	(*b*)	3′ 3⅜″	B. & N. W. Ry. Co. ...	248
Tirupattur-Krishnagiri ...	T. K.	10	(*k*)	2′ 6″	S. I. Ry. Co.	239
Trans-Indus (Kalabagh-Bannu) ...	K. B.	8	(*n*)	2′ 6″	N. W. Ry.	219
U						
Udaipur-Chitorgarh	U. C.	23	(*a*)	3′ 3⅜″	Udaipur Dunbar ...	285
V						
Vijapur-Kalol-Kadi	V. K. K.	2	(*l*)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	134
W						
West of India Portuguese ...	W. I. P.	6	(*l*)	3′ 3⅜″	M. & S. M. Ry. Co. ...	191

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GENERAL.

From the year 1906-07 Interest on Debt in India has been calculated at the actual average rate for the year of interest on the mean non-specific debt of India, instead of at the fixed rates of 4 and 3½ per cent previously employed. The actual rates from 1906-07 to 1911-12 were 3·437, 3·412, 3·358, 3·384, 3·377 and 3·401 per cent, respectively.

One effect of the change is that, in some cases, while the capital outlay on a railway at the end of 1907 was ahead of that at the end of 1906, the interest charge in connection therewith was less.

Number $\frac{\text{Main head 1}}{\text{Sub-heads } (a) \text{ to } (h)}$. **BENGAL-NAGPUR RAILWAY SYSTEM—**

Chairman—SIR SAMUEL HOARE, BART.
Managing Director—J. MANSON, ESQ.
Offices—132, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Bengal-Nagpur railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) {Bengal-Nagpur railway proper (5′ 6″ gauge) . . . 1,530·09 East Coast railway, Northern section (5′ 6″ gauge)* . 321·55}	1,851·64	294·99	2,146·63
(*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge) .	181·26	38·13	219·39
(*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)	276·46	43·25	319·71
(*d*) Mourbhanj railway (2′ 6″ gauge)	32·41	...	32·41
(*e*) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2′ 6″ gauge) .	50·94	46·15	97·09
(*f*) Parlakimedi Light railway (2′ 6″ gauge)	24·62	...	24·62
(*g*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge) . .	72·68	42·83	115·51
(*h*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge) . .	56·94	...	56·94
Total . .	2,546·95	465·35	3,012·30

Running powers—

Home line over Foreign lines :—

At Katni, East Indian railway	for passenger and goods trains	0·30
At Asansol and Katrasgarh, East Indian railway		1·14
At Howrah, East Indian railway, for passenger trains only		1·00
At Nagpur, Great Indian Peninsula railway	for passenger and goods trains.	0·65
Waltair to Vizagapatam, including wharf and swamp lines, Madras and Southern Mahratta railway (5′ 6″ gauge)		4·97
Total . .		8·06

Foreign line over Home line :—

Great Indian Peninsula railway at Katni, for passenger trains only	1·60

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
BENGAL-NAGPUR PROPER—					
Main line—					
Asansol to Damoodur	12-6-89	4·62			
Damoodur to Purulia	14-12-89	44·56			
Purulia to Chakardharpore	22-1-90	72·23			
Chakardharpore to Golikera	15-5-90	20·90			
Golikera to Jharsuguda	1-2-91	104·22			
Jharsuguda to Raigarh	20-4-90	44·42			
Raigarh to Bilaspur	10-2-90	82·40			
Bilaspur to Raipur	10-1-89	63·52			
Raipur to Raj-Nandgaon	4-12-88	42·04			
Raj-Nandgaon to Nagpur	1880, '81 & '82†	144·94			
			629·55		† These are the dates of opening in sections of the original 3′ 3½″ gauge line, which was converted to the 5′ 6″ gauge and reopened on the 27th November 1885.
Branches—					
Sanctoria coal branch—					
Damoodur to the Sanctoria collieries . .	12-6-89	7·40			
			7·40		
Chaurashi branch—					
Ramkanali to Nodiha Colliery siding (siding No. 7)	1-2-03	8·52			
			8·52		
Sambalpur branch—					
Jharsuguda to Sambalpur . . .	1-2-93	29·90			
			29·90		
Carried over . . .	...	...	...	675·87	

* Transferred for working as an integral part of the Bengal-Nagpur railway from the 1st January 1901.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	675·37	
Katni branch—					
Bilaspur to Birsinghpur	1-2-91	142·32			
Birsinghpur to Umaria	11-5-90	18·46			
Umaria to Katni	2-11-86	35·68			
Katni to Marwara Junction	1-1-01	0·65			
			197·31		
Kanhan to Dattapahar	28-9-07	17·39			
			17·39		
Calcutta extension—					
Sini to Kharagpur	1-6-98	100·02			
Kharagpur to Khal Bridge	17-12-98	36·57			
Khal Bridge to Rajapur Khal	24-5-00	18·80			
Rajapur Khal to Howrah	14-12-00	15·31			
Fort Gloster branch 1·56, Lawrence Mill 0·83 and East Roop Narain Bank 0·81 and Kidderpore Port line 0·60	14-12-00	3·80			
			174·50		
Shalimar branch—					
Santragachi to Shalimar	15-8-01	3·15			
			3·15		
Cuttack extension—					
Kharagpur to Balasore	17-12-98	71·86			
Balasore to Cuttack	10-1-99	110·40			
			182·26		
Jharia extension—					
Kharagpur to Cossye river	20-12-99	6·40			
Right bank of the Cossye river to Midnapore	8-6-01	1·55			
Midnapore to Bhojudih	1-2-03	114·95			
Bhojudih to Gomoh	1-1-07	26·15			
			149·05		
Branches and extensions on the Jharia Coal-fields—					
Bhojudih-Bhaga-Mohuda loop—					
Bhojudih to Bhaga	20-4-03	6·96			
Bhaga to Malkera	1-9-03	8·78			
Malkera to Mohuda	15-6-04	3·37			
			19·11		
Bhowra branch—	14-5-03	3·08			
			3·08		
Bhojudih-Pathardihi link	1-2-06	0·86			
			0·86		
Katras connections—					
Malkera to Katras	24-8-03	0·53			
Khanoodih to Katras	1-1-07	1·86			
			2·44		
Murulidih branch—					
Mohuda to Murulidih collieries	1-1-07	2·65			
			2·65		
Jamadoba loop—	16-9-08	3·42			
			3·42		
Kendua branch—	10-10-99	*2·60			
			2·60		* Opened for goods traffic only.
Aldih branch—	1-2-06	2·54			
			2·54		
Vizianagram-Parvatipuram section—					
Vizianagram to Bobbili	24-12-08	33·18			
Bobbili to Parvatipuram	2-3-09	15·20			
			48·38		
Kalimati-Gorumahisani extension—					
Kalimati to Onlajori	1-2-11	34·12			
Onlajori to Gorumahisani	6-4-11	5·98			
			40·10		
Kalamna-Itwari-Nagpur section—					
Kalamna *vid* Itwari to Nagpur	15-3-11	3·88	3·88		
TOTAL OPEN LINE, BENGAL-NAGPUR PROPER	...	...	...	854·72	
EAST COAST RAILWAY, NORTHERN SECTION—				1,530·09	
Main line—					
Cuttack to Bhubaneswar	1-2-97	17·13			
Bhubaneswar to Khurda Road	20-7-96	11·75			
Khurda Road to Rambha	1-2-96	61·60			
Rambha to Berhampore-Ganjam	1-9-95	29·54			
Berhampore-Ganjam to Palasa	1-4-95	45·99			
Palasa to Parlakimedi Road (Naupada)	17-12-94	15·97			
Parlakimedi Road (Naupada) to Vizianagram	20-7-94	72·36			
Vizianagram to Waltair	15-7-93	37·78			
Naupada salt branch	...	2·37			
			294·49		
Carried over	...	...	294·49	1,530·09	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . .	...	...	294·49	1,530·09	
Puri branch—					
Khurda Road to Puri	1-2-97	27·06	27·06		
TOTAL EAST COAST RAILWAY, NORTHERN SECTION . .	...	...	...	321·55	
TOTAL OPEN MILEAGE, BENGAL-NAGPUR RAILWAY, 5′ 6″ GAUGE.	...	...	...	1,851·64	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Raipur to Parvatipuram (sanctioned on 26th January 1906)	...	260·67	260·67		
BOKHARO-RAMGARH EXTENSION—					
Mohuda to Jamuni (sanctioned on 9th February 1911) .	...	12·02			
Jamuni to Jurnugdeeh (sanctioned on 17th May 1912) .	...	12·00	24·02		
BOBBILI-SALURU BRANCH—					
Bobbili to Saluru (sanctioned on 17th March 1911) .	...	10·30	10·30	294·99	
GRAND TOTAL, BENGAL-NAGPUR, 5′ 6″ GAUGE.	...	...	...	2,146·63	
DOUBLE LINE—					
BENGAL-NAGPUR PROPER—					
Howrah to Santragachi	12-12-00	3·42			
Santragachi to Bauria	17-6-02	10·80			
Bauria to Khargpur	15-3-07	55·86			
Shalimar branch	...	3·15			
TOTAL DOUBLE LINE .	...	...	73·23		

Details of construction—

Permanent-way.—The line is laid with 75-lb., 85-lb. and 90-lb. steel rails on transverse wooden, steel and cast iron pot sleepers.

Ballast.—The line is ballasted throughout with stone, except for a few miles on the Adra district (between Khargpur and Garbetta) where laterite is used.

Fencing.—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

Curves.—On the main line there are no curves sharper than 1,000 feet radius.

Gradients.—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri, 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction and between Vizianagram and Parvatipuram, 1 in 125.

Contracts—

Dated the 9th March 1887 (called the original contract), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to taking over certain State railways and the construction of other lines, and their management, maintenance and working.

Dated the 31st December 1891 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction and working of the Sambalpur Branch railway.

Dated the 27th June 1901 (called the Debenture contract, supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the issue of debentures.

Dated the 23rd January 1902 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction of certain new lines and the working of the Northern section of the East Coast railway.

Dated the 28th April 1903 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 22nd February 1910 (supplemental to the contracts of 1887, 1891, 1901, 1902 and 1903), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction of certain further extensions and branch lines in connection with the Company's undertaking and to certain questions under the contract of 1902.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Contracts—*concld.*

Dated the 5th November 1912 (supplemental to the contracts of 1887, 1891, 1901, 1902, 1908 and 1910) *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the modifications of the original contract of 1887 as varied by the several supplemental contracts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of interest at 4 per cent per annum in sterling on the Company's ordinary capital of £3,000,000 up to the 31st December 1913. Thereafter on the ordinary capital and on any further capital that may be required the guarantee to be 3½ per cent.

(iii) *Distribution of profits.*—The surplus profits for any complete calendar year, after providing for—

(*a*) payment to the Government of interest at 3½ per cent per annum on advances of capital made by it to the Company up to and including the 30th June 1909, and thereafter at 3¾ per cent per annum for advances of capital expenditure on the Company's new extensions and on overdrafts of capital in connection with open line capital expenditure, interest on advances of capital expenditure on the Company's old extensions continuing to be paid at 3½ per cent.

(*b*) repayment of interest paid by Government to the Company for that year,

(*c*) payment of interest on capitalized interest under clause 21 of the supplemental contract dated the 23rd January 1902,

are divided in the ratio of ¾ths to the Government and ¼th to the Company up to the 31st December 1913, if the ordinary capital of £3,000,000 is not increased before that date. If the said capital is increased, the Company's share of surplus profits shall be increased by the fraction which shall bear to one-fourth the same proportion as the additional capital bears to the existing capital of £3,000,000.

As from 1st January 1901 interest at 3½ per cent per annum on the capital expended by the Government on the Northern section of the East Coast railway is a charge against the net earnings of the Company's undertaking, and the ¼th share of surplus profits formerly payable to the Company is further divisible between the Government and the Company in the proportion which the gross earnings of the Northern section of the East Coast railway bear to the gross earnings of the remainder of the Company's undertaking.

[NOTE.—Surplus profits will continue to be distributed in accordance with these arrangements up to the 31st December 1913. With effect from the 1st January 1914 the net earnings, less interest on debenture capital, guaranteed interest on Company's ordinary capital and interest at 3½ per cent on Secretary of State's capital so far as these various interest payments are not chargeable to capital under the provisions of the contract of 22nd February 1910, shall be divided between the Secretary of State and the Company in the ratio of the average amounts during the year of the Secretary of State's open line capital and the Company's open line capital, in accordance with the contract of the 5th November 1912.]

(iv) *Rates and fares.*—The Government to authorise maximum and minimum rates, and prescribe the various classes of passengers and goods as well as the extent to which, within the maxima and minima, the Company may vary the rates in respect of distance, weight or special conditions.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as those in force on State railways of the same gauge and at rates to be approved by Government.

(*b*) Government bullion and coin and the persons in charge thereof.—To be carried at special rates approved by Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are declared to be absolutely the property of the Government, which may determine the contract by giving twelve months' previous notice on the 31st December 1950 or on the 31st December of any succeeding fifth year.

The Government may also determine the contract at any time on six months' notice if the Company fail to fulfil its obligations, or the line be worked at a loss for three consecutive half-years.

On the termination of the contract the Company is to hand over to the Government the railway and all its belongings of every description, and the Government is to repay the amount at par of the share capital which has been paid in by the Company.

The contract for the Sambalpur branch brings this branch within the provisions of the original contract of 9th March 1887, but provides that the Government may purchase the branch at any time after 1st January 1895, on giving twelve months' notice.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The contract of 22nd February 1910 provides for the construction, maintenance and working of the new lines as part of the Company's undertaking and is to remain in force until the original contract of 1887 shall be determined.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

Statistics of working (Those for the periods prior to 1888 will be found in Appendix 38 to the Report for 1907.)—

TABLE I. | TABLE II.

Includes the Northern section of the late East Coast railway, the Gondia-Chanda, Nagpur-Chhindwara and the Jubbulpore-Gondia Extensions and the Purulia-Ranchi and the Raipur-Dhamtari branches.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888 .	224·50	5,23,92,221	15,83,298	5,17,461	0·99	23,62,947	...	—18,45,486	136	67·32
1889 .	348·18	7,08,75,456	20,44,944	4,03,160	0·57	29,96,364	...	—25,93,204	112	89·25
1890 .	586·01	8,14,66,762	28,64,578	5,47,463	0·67	33,88,852	...	—28,41,389	91	89·89
1891 .	831·58	9,08,04,164	54,57,356	26,84,453	2·96	35,05,676	...	—8,21,223	126	50·81
1892 .	831·58	9,56,14,736	60,83,562	30,08,166	3·15	39,05,345	...	—8,97,179	141	50·55
1893 .	862·33	9,60,08,424	64,17,751	32,62,220	3·33	43,97,594	...	—11,35,374	144	49·17
1894 .	860·88	9,81,73,789	66,90,618	32,58,414	3·32	45,83,993	...	—13,25,579	149	51·30
1895 .	860·38	9,88,94,777	68,74,740	35,41,444	3·58	48,56,800	...	—13,15,356	153	48·49
1896 .	860·88	11,05,30,319	63,68,525	29,27,869	2·65	48,27,504	...	—18,99,635	142	54·03
1897 .	860·88	13,04,58,784	62,00,309	29,79,559	2·28	51,35,240	...	—21,55,681	138	51·94
1898 .	1,067·41	14,67,03,530	68,79,193	33,63,854	2·29	54,23,186	...	—20,59,332	124	51·10
1899 .	1,190·16	16,65,90,365	90,73,460	47,21,814	2·83	59,75,853	...	—12,54,039	147	47·96
1900 .	1,294·35	17,41,74,604	1,29,75,223	77,13,050	4·43	64,90,637	2,61,276	+ 9,61,137	194	40·56
1901 .	1,609·23	21,28,85,061	1,30,77,769	61,48,643	2·89	79,83,163	...	—18,39,515	156	52·98
1902 .	1,602·24	23,05,09,658	1,42,18,227	69,37,742	3·01	85,44,311	...	—16,06,569	170	51·21
1903 .	1,815·65	24,97,58,940	1,55,47,702	70,45,255	2·82	89,66,131	...	—19,20,876	165	54·69
1904 .	1,965·68	26,14,35,453	1,89,12,137	95,87,926	3·67	95,41,624	...	+45,702	185	49·31
1905 .	1,989·47	27,33,72,370	2,44,70,900	1,34,0,4052	4·90	1,00,32,318	6,94,126	+26,77,608	238	45·22
1906 .	1,996·50	28,49,43,532	2,69,47,181	1,41,51,252	4·97	1,03,41,779	7,94,920	+30,14,553	259	47·49
1907 .	2,113·35	30,91,90,534	2,89,80,537	1,48,46,149	4·80	1,08,35,545	9,07,089	+31,03,515	263	48·77
1908 .	2,300·86	32,80,77,888	2,71,55,960	1,14,06,071	3·52	1,12,34,518	...	+1,72,453	227	57·99
1909 .	2,348·63	33,91,49,931	2,87,72,437	1,31,42,676	3·88	1,16,39,585	2,88,982	+11,54,120	236	54·32
1910 .	2,395·39	34,75,04,065	3,03,52,667	1,50,33,327	4·33	1,20,04,393	6,06,023	+24,21,911	248	51·28
1911 .	2,488·92	35 50,06,842	3,33,70,044	1,68,21,823	4·73	1,22,61,552	9,38,416	+36,21,855	262	50·48
1912 .	2,489·92	36,36,14,944	4,02,62,849	2,18,48,526	6·01	1,25,03,259	19,86,760	+73,58,507	311	45·74

1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Gondia to Nagbhir	10-11-08	81·74		
Nagbhir, *vid* Itwari, to Motibagh		65·47		
Line at Itwari	10-11-08	0·99		
Nagbhir to Rajoli	15-3-11	1·49		
	1-12-10	31·66		
			181·26	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Rajoli to Chanda (sanctioned on 26th August 1904)	...	38·13		
			38·13	
				219·39

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on sâl sleepers.
Ballast.—The line is ballasted with stone and moorum.
Fencing.—The line is not fenced.
Curves.—The sharpest curve is of 955 feet radius.
Gradients.—The ruling gradient is 1 in 100.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Included under 1 (*c*), Jubbulpore-Gondia Extension (2′ 6″ gauge).

1 (*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Nainpur to Gondia	18-4-03	73·73		
Nainpur to Jubbulpore	5-7-04 to 15-9-05	67·32	141·05	
Branches—				
Nainpur to Garha Mandla	15-2-09	26·40		
Nainpur to Seoni	12-2-04	47·10		
Seoni to Chhindwara	27-7-04 to 1-9-04	40·18		
Chhindwara to Khirsadoh	15-3-06	16·13		
Khirsadoh to Barkuhi	21-3-07	5·60	135·41	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				276·46
Khirsadoh to Sirgora (sanctioned on 24th June 1904)	...	8·43		
Balaghat to Katangi (sanctioned on 30th December 1909)	...	29·24		
Kochwahi to Ram Rama (sanctioned on 30th December 1909)	...	5·58	43·25	
				43·25
				319·71

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.
Ballast.—The line is ballasted with stone, except between Seoni and Chhindwara where good black ballast has been used. Between Chhindwara and Barkuhi the ballast consists mainly of moorum.
Fencing.—Only important station yards are fenced.
Curves.—The sharpest curve is of 409 feet radius.
Gradients.—The ruling gradient is 1 in 80, except between Khirsadoh and Barkuhi where it is 1 in 60.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

TABLE I.						TABLE II.	
Includes the Gondia-Chanda and Nagpur-Chhindwara Extensions (2′ 6″ gauge), 1 (*b*) and 1 (*c*).							
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	76·95	85,92,012	45,307	20,527	0·24	16	54·69
1904	218·77	1,05,77,313	2,41,318	64,293	0·61	29	73·36
1905	228·77	1,24,84,733	5,09,764	1,27,468	1·02	44	74·99
1906	245·05	1,45,32,197	7,59,895	2,44,105	1·68	60	67·88
1907	250·10	1,89,72,823	10,02,418	3,65,276	1·93	77	63·56
1908	397·67	2,36,27,804	10,91,600	3,05,553	1·29	53	72·01
1909	423·46	2,61,54,689	11,86,745	1,67,544	0·64	53	85·88
1910	458·57	2,78,45,635	14,02,244	2,90,059	1·04	59	79·31
1911	507·59	3,21,83,455	15,64,717	3,59,177	1·12	59	77·05
1912	508·66	3,47,04,285	18,00,931	5,19,763	1·50	68	71·14

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads } (a) \text{ to } (h)}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*d*) Mourbhanj railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Rupsa to Baripada station	20-1-05	32·41	32·41

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with screened laterite, gravel and broken laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Without date, *between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company*, as to management, maintenance and working approved in Railway Board's letter No. 223-R.T. of the 10th March 1905.

Main provisions of agreement—

(i) *Land.*—Provided by the Mourbhanj State at the cost of capital.

(ii) *Government aid.*—The railway was constructed by the Mourbhanj State, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The total amount of actual working expenses of the line, including cost of maintenance, is deducted by the Company from the gross receipts and the balance is paid to the Maharaja of Mourbhanj at the end of each year.

(v) *Rates and fares.*—Controlled by the Company.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores—
(*b*) Government bullion, coin and the persons in charge thereof— } None specified.

(vii) *Power of the Maharaja to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*— } The agreement is terminable on 31st December of any year on three months' previous notice given by either party to the other.

(ix) *Term of agreement [if not determined under* (vii) *or* (viii)].—Not specified.

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	32·41	6,29,160	31,494	9,444	1·50	20	70·01
1906	32·41	6,76,547	44,825	21,688	3·22	27	51·17
1907	32·41	7,12,765	43,532	21,567	3·03	26	50·46
1908	32·41	7,18,970	50,791	28,633	3·98	30	43·63
1909	32·41	7,19,675	55,490	24,269	3·37	33	56·25
1910	32·41	7,19,735	58,333	25,256	3·51	35	56·70
1911	32·41	7,20,259	62,154	33,480	4·65	37	46·13
1912	32·41	7,20,259	51,390	22,906	3·18	30	55·43

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*e*) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Itwari to Lodhikhora	1-1-11	38·88		
Lodhikhera to Sausar	10-5-11	7·40		
			46·28	
Branch—				
Saoner to Khapa	1-1-11	4·66		
			4·66	
				50·94
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Sausar to Chhindwara (sanctioned on 10th February 1909)	...	43·23		
Katchidhana branch (sanctioned on 10th February 1909)	...	3·92		
			46·15	46·15
				97·09

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sál sleepers.

Ballast.—Cuttings are fully ballasted and banks are being moorumed throughout.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 636·6 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Contracts—

This line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Included under 1 (*c*), Jubbulpore-Gondia Extension (2′ 6″ gauge).

1 (*f*) Parlakimedi Light railway (2′ 6″ gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur railway from the 1st January 1902.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Naupada to Parlakimedi	1-4-00	24·62	24·62

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted throughout with laterite, gravel and stone.

Fencing.—Short lengths of fencing have been provided in a few places where the railway runs in cutting alongside the road.

Curves.—There are no curves of less than 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 24th January 1905, *between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company*, as to management, maintenance and working.

Main provisions of agreement—

(i) *Land.*—Provided by the Parlakimedi State at the cost of capital.

(ii) *Government aid.*—The railway was constructed by the Parlakimedi State, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The total amount of actual working expenses of the line, including cost of maintenance, is deducted by the Company from the gross receipts, and the balance is paid to the Raja of Parlakimedi.

(v) *Rates and fares.*—Controlled by the Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1.}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1—(*f*) Parlakimedi Light railway (2′ 6″ gauge)—*concld.*

Main provisions of agreement—*concld.*

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } None specified.

(vii) *Power of the Raja to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*— } The agreement is terminable on 31st December of any year on three months' previous notice given by either party to the other.

(ix) *Term of agreement* [*if not determined under* (vii) *or* (viii)].—None specified.

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	24·62	7,10,974	17,425	−14,812	...	14	185·00
1903	24·62	7,10,974	16,633	−9,267	...	13	155·71
1904	24·62	7,10,974	20,675	−1,301	...	16	106·29
1905	24·62	7,12,466	27,181	4,479	0·63	21	83·52
1906	24·62	7,12,466	21,494	−9,702	...	17	145·14
1907	24·62	7,12,602	25,440	−5,877	...	20	123·10
1908	24·62	7,13,374	26,365	837	0·12	21	96·52
1909	24·62	7,16,528	25,830	6,961	0·97	20	72·05
1910	24·62	7,28,690	27,134	8,277	1·14	21	69·50
1911	24·62	7,36,061	33,186	10,374	1·41	26	63·74
1912	24·62	7,43,534	39,954	11,788	1·59	31	70·20

1—(*g*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Purulia to Ranchi	15-11-07	72·68	72·68	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Ranchi to Lohardaga (sanctioned on 20th February 1911).	...	42·83	42·83	115·51

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on transverse wooden sleepers.
Ballast.—The line is ballasted with stone and gravel.
Fencing.—Only the important level crossings have posts and chains padlocked.
Curves.—The sharpest curve is of 955 feet radius.
Gradients.—The ruling gradient is 1 in 80.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	72·45	34,48,245	54,108	43,404	1·26	114	19·78
1908	72·68	41,71,748	3,43,424	2,23,979	5·37	91	33·81
1909	72·68	47,56,235	3,38,520	1,86,980	3·93	90	44·78
1910	72·68	48,51,707	3,62,940	1,88,155	3·88	96	48·14
1911	72·68	53,71,766	3,62,864	1,95,661	3·64	96	46·07
1912	72·68	60,03,137	4,69,592	2,79,732	4·66	124	40·43

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$ **BENGAL-NAGPUR RAILWAY SYSTEM—*concld.***

1 (*h*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Raipur to Kurud	10-9-00	31·50		
Kurud to Dhamtari	17-12-00	14·04		
Branch—			45·54	
Abhanpur to Rajim	15-10-00	11·40		
			11·40	
				56·94

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Moorum or sand and stone in a few cuttings.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 409 feet radius, at Raipur station.

Gradients.—The ruling gradient of the line is 1 in 200.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working (those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	56·24	13,96,065	75,187	25,288	1·81	26	66·37
1904	56·24	13,96,065	1,03,537	48,417	3·47	35	53·24
1905	56·24	13,96,077	1,07,418	46,382	3·32	37	56·82
1906	56·94	14,19,283	1,16,038	57,608	4·06	39	50·38
1907	56·94	14,18,139	1,16,696	58,828	4·15	39	49·59
1908	56·94	14,18,139	1,16,387	45,966	3·24	39	60·51
1909	56·94	14,20,126	1,16,202	41,337	2·91	39	64·43
1910	56·94	14,20,126	1,22,475	53,083	3·74	41	56·66
1911	56·94	14,22,020	1,48,003	65,135	4·58	50	55·99
1912	56·94	14,79,387	1,75,687	81,031	5·48	59	53·88

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—**

Chairman.—COLONEL SIR W. S. S. BISSET, K.C.I.E.

Secretary.—C. A. R. CROMMELIN, ESQ.

Offices.—Gloucester House, 110, Bishopsgate, London, E.C.

The property vested in the former Bombay, Baroda and Central India Guaranteed Railway Company was purchased by the Secretary of State on the 31st December 1905, from which date all the contracts then subsisting between the Secretary of State and that Company were determined and the railway was worked temporarily under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract, dated the 8th April 1907, as from the 1st January 1906. The purchase price was fixed at the sum of £11,685,581, and the Secretary of State agreed to create and issue to the Company, on the 31st December 1905, India 3 per cent stock to the amount of £10,089,146 in satisfaction of £9,685,581, part of the purchase price, the Company raising a new stock capital of £2,000,000 being the unpaid balance of the purchase money of £11,685,581.

Lines comprised in the system.—The Bombay, Baroda and Central India railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)	945·85	50·61	996·46
(*b*) Bombay, Baroda and Central India railway (3′ 3¾″ gauge)	1,815·64	...	1,815·64
(*c*) Palanpur-Deesa railway (3′ 3¾″ gauge)	17·28	...	17·28
(*d*) Nagda-Ujjain railway (5′ 6″ gauge)	34·32	...	34·32
(*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)	21·50	...	21·50
(*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)	12·30	...	12·30
(*g*) Tapti Valley railway (5′ 6″ gauge)	155·48	...	155·48
(*h*) Ahmedabad-Dholka railway (3′ 3¾″ gauge)	33·54	...	33·54
(*i*) Ahmedabad-Parantij railway (3′ 3¾″ gauge)	88·70	...	88·70
(*j*) Gaekwar's Mehsana railway (3′ 3¾″ gauge)	138·00	42·13	180·13
(*k*) Jalpur railway (3′ 3¾″ gauge)	72·84	...	72·84
(*l*) Vijapur-Kalol-Kadi railway (3′ 3¾″ gauge)	46·11	...	46·11
(*m*) Gaekwar's Dabhoi railway (2′ 6″ gauge)	118·15	32·71	150·86
(*n*) Kosamba-Zankhvav railway (2′ 6″ gauge)	26·12	...	26·12
(*o*) Rajpipla railway (2′ 6″ gauge)	37·37	...	37·37
(*p*) Billimora-Kalamba railway (2′ 6″ gauge)	...	34·82	34·82
(*q*) Broach-Jambusar branch railway (2′ 6″ gauge)	...	29·78	29·78
(*r*) Petlad-Vaso railway (2′ 6″ gauge)	...	15·74	15·74
Total	3,563·20	205·79	3,768·99

Running powers—

Home line over foreign lines :—

Dádár Junction to Carnac bridge, Great Indian Peninsula railway (for goods trains only)	4·39
Muttra-Delhi section of the Agra-Delhi Chord railway (for passenger and goods trains)	88·68
Total	93·07

Foreign lines over home line :—

East Indian railway, Agra East Bank to Agra Fort (for passenger trains only)	1·00
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0·24
" " " Dádár Junction to Colába (for goods trains only)	7·25
" " " at Agra (for passenger and goods trains)	2·89
Total	11·38

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (r)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*g*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Colába to Marine lines	18-1-70	2·00			
Marine lines to Charni Road	19-6-69	0·75			
Charni Road to Grant Road	13-9-68	0·76			
Grant Road to Bulsár	28-11-64	121·00			
Bulsár to Navsári	2-9-61	24·25			
Navsári to Sachin	20-5-61	9·25			
Sachin to Surat	18-3-61	9·00			
Surat to Amroli	19-11-60	2·25			
Amroli to Ankleswar	10-2-61	26·75			
Ankleswar to the Nerbudda	5-12-60	5·50			
Nerbudda to Broach	22-6-60				
Broach to Baroda	9-1-61	43·75			
Baroda to Dholia	22-4-61	11·25			
Dholia to Mehmadabad and Kaira Road	3-9-62	33·25			
Mehmadabad and Kaira Road to Ahmedabad	21-1-63	17·39			
Ahmedabad to Sábarmati	1-1-70	3·75			
Sábarmati to Sánand	24-5-71	13·75			
Sánand to Viramgám	30-11-71	22·96			
			350·13		
Branches and sections—					
Godhra branch—					
Anand to Dákor	8-4-74	16·75			
Dákor to Rukhyal	6-1-75	1·75			
Rukhyal to Hungari	6-12-76	2·00			
Hungári to Sevalia	29-1-77	4·71			
Sevalia to Godhra	26-2-82	17·00			
			49·21		
Pátri branch—					
Khárághoda to Viramgám	12-5-73	22·12			
			22·12		
Godhra-Baroda chord—					
Baroda to Godhra	23-12-03	43·67			
			43·67		
Godhra-Ratlam-Nagda section—					
Godhra to Limkhera	16-1-93	25·09			
Limkhera to Dohad	7-3-94	19·55			
Dohad to Ratlam	22-10-94	70·16			
Ratlam to Nagda	11-5-96	26·04			
			141·14		
Nagda-Muttra section—					
Nágdá to Morak	15-7-07	101·51			
Morak to Kotah City	26-2-08	35·12			
Kotah City to Kotah Junction	1-5-09	3·48			
Kotah Junction to Siwai Mádhopur	1-5-09	67·38			
Siwai Mádhopur to Gangapur City	1-6-09	39·00			
Gangápur City to Hindaun City	1-10-09	26·84			
Hindaun City to Muttra Junction	15-6-09	66·02			
			339·35		
New Chord at Delhi	...	0·23			
			0·23		
TOTAL OPEN MILEAGE.	...	...	...	945·85	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Bayana to Agra (sanctioned on 28th April 1911)	...	50·61	50·61	50·61	
				996·46	
DOUBLE LINE—					
Colába to Marine lines	18-1-70	2·00			
Marine lines to Charni Road	19-6-69	0·75			
Charni Road to Grant Road	18-9-68	0·76			
Grant Road to Máhim	20-7-65	5·44			
Máhim to Bándra	23-2-66	1·07			
Bándra to Santa Cruz	23-5-66	1·83			
Santa Cruz to Andheri	29-8-67	2·71			
Andheri to Bhayndar	27-4-35	13·33			
Bhayndar to Virár	1-10-85	10·34			
Virár to Pálghar	1-12-97	19·28			
Pálghar to Dáhánu Road	17-1-98	20·37			
Dáhánu Road to Gholvad	20-4-00	7·00			
Gholvad to Daman Road	18-10-00	23·19			
Daman Road to Bulsár	29-1-02	16·44			
Bulsár to Sachin	21-4-02	33·50			
Sachin to Kankra Khari	4-7-87	6·30			
Kankra Khari to Surat	5-6-68	2·70			
Surat to Utran	9-10-67	2·15			
Utran to Sáyan	25-5-98	6·40			
Sáyan to Kim	1-10-98	6·30			
Kim to Ankleswar	11-12-99	16·15			
Broach to Miyágám	15-10-99	25·25			
Miyágám to Itola	15-9-97	7·75			
Itola to Baroda	7-6-95	10·75			
Bérejadi to Ahmedabad	2-6-87	18·14			
New Chord at Delhi	...	0·23			
Total double line	...	...	252·13*		

* Excluding 4·17 miles from Ankleswar to Nerbudda Bloc station constructed but not open for traffic.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (}a\text{) to (}r\text{)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The main line is laid with 69-lb. double-headed, 82-lb. bull-headed and 90-lb. flat-footed steel rails on creosoted pine, Australian and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 41¼-lb., 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers. The Godhra-Rutlam-Nagda section is laid with 75-lb. flat-footed steel rails on transverse steel, deodar and creosoted pine sleepers and the Nagda-Muttra section, with 87-lb. and 90-lb. flat-footed steel rails on sâl, deodar and Australian wood sleepers.

Ballast.—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing.—The line is fenced throughout except the Pâtri branch. On the Godhra-Rutlam-Nagda section 76½ miles are fenced, the rest except in station yards, is unfenced. On the Nagda-Muttra section most of the station yards only are fenced.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Pâtri branch of 2,865 feet radius, on the Godhra-Baroda chord of 1,910 feet radius, on the Godhra-Rutlam-Nagda section of 1,000 feet radius, and on the Nagda-Muttra section of 1,275 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80; on the Pâtri branch and the Godhra-Baroda chord it is 1 in 300, except for short lengths of 1 in 200 on the latter. The ruling gradient on the Nagda-Muttra section is 1 in 200, as also on the Godhra-Rutlam-Nagda section with short lengths of 1 in 100 and from 1 in 101 to 1 in 150 between Godhra and Jekot.

Contracts—

Dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 15th October 1908 (supplemental to the contract of 1907), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to debentures and debenture stock.

Memorandum of terms, dated the 5th December 1911, agreed to between the Secretary of State and the Bombay, Baroda and Central India Railway Company, for continuing with further modifications, with effect from the 1st January 1912, the principal contract of the 8th April 1907.

N.B.—The contract embodying the terms is in course of preparation.

Main provisions of contracts—

(i) *Land.*—Was provided by the Government free of cost to the former Company. After the 31st December 1905, the cost of land provided by the Government is debited to the appropriate capital account.

(ii) *Government aid.*—The Government undertake to pay to the Company interest at the rate of 3 per cent. per annum on its stock capital of £ 2,000,000 raised in satisfaction of the unpaid balance of the purchase money of £ 11,685,581.

Capital required for the purposes of the undertaking after 31st December 1911 shall, at the option of the Secretary of State, either be advanced by him (in which case he shall be at liberty to call on the Company subsequently to raise money for its repayment), or be provided by the Company by the issue, as the Secretary of State shall decide, of guaranteed debenture stock, guaranteed debenture bonds, or guaranteed ordinary stock.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } From the half-yearly gross earnings of the undertaking are deducted the working expenses of the undertaking attributable to each half-year, the remainder being the net receipts.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The net receipts of the undertaking for each year, after deducting payments to subsidiary lines and interest on debentures and debenture stock, shall be applied first in payment of interest at 4 per cent. per annum on the preferred capital, and, secondly, in payment of interest at 4 per cent. per annum on the deferred capital. The surplus of net receipts for any year remaining after these several payments have been made shall be divided between the Secretary of State and the Company in proportion to the average amounts of the Secretary of State's capital (preferred and deferred) and the Company's preferred capital, respectively, during the year. The guaranteed interest paid to the Company by Government under section 7 of the contract of 1907 shall be deducted from the amount due to the Company as their share of the interest on the preferred capital.

[*Note.*—For the purpose of division of net receipts, the capital of the Secretary of State and the Company in the undertaking (excluding subsidiary lines) as at the 31st December 1911 shall be as follows:—

Secretary of State's Capital, £28,000,000 of preferred capital, and £10,500,000 of deferred capital; Company's Capital, £2,000,000 of preferred capital.]

(v) *Rates and fares.*—The Government will from time to time authorize maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorized maxima and minima, the Company may vary the said rates. The Railway Board may at any time require the Company to quote such rates over the undertaking for both passengers and goods to and from the western ports between Karachi and Bombay, inclusive, including a rate from stations of origin and delivery where the route is either entirely or only partly over the undertaking, so as to secure equal treatment of such ports.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed on the same general conditions, and at rates to be approved by the Government not being less than those in force on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be approved by the Government.

(vii) *Power of the Government to determine contract.*—May be determined by Government on the 31st December 1941, or on the 31st December of any succeeding fifth year, by giving to the Company in England, 12 calendar months' previous notice.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii) *and* (viii)].—30 years.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

INCLUDES THE GODHRA-RUTLAM-NAGDA AND NAGDA-MUTTRA SECTIONS FROM 1912.

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs. *	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906	504·35	12,63,16,478	1,90,81,754	1,05,39,688	8·34	72,58,353	3,95,883	+28,85,502	809	47·27
1907	504·35	12,96,92,431	2,10,78,442	1,18,80,851	9·16	71,98,558	4,52,599	+42,29,694	852	43·48
1908	504·35	13,48,94,409	2,04,49,999	97,63,713	7·24	72,93,726	1,50,000	+23,19,987	780	52·25
1909	504·35	14,18,69,423	2,21,36,727	1,17,56,514	8·29	75,19,553	1,52,517	+40,84,445	844	46·89
1910	504.35	14,32,24,042	2,40,62,075	1,24,94,573	8·72	77,49,590	4,30,787	+43,14,196	917	48·07
1911	504·35	14,92,98,743	2,47,34,178	1,23,48,704	8·27	78,64,423	4,42,388	+40,41,888	943	50·07
1912	915·85	21,95,74,123	3,27,92,584	1,61,93,680	7·38	99,59,957	6,18,709	+55,75,014	667	50·62

* Includes State outlay on Pátri branch, *viz.*, Rs. 8,08,405.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*b*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
RAJPUTANA SECTION—					
Main line—					
Delhi to Rewári	14-2-73	51·21			
Rewári to Alwar	15-9-74	46·10			
Alwar to Bandikui	7-12-74	37·51			
Bandikui to Dausa	20-4-74	17·84			
Dausa to Jaipur	12-10-74	38·14			
Jaipur to Phulera	1-3-75	34·30			
Phulera to Ajmer	1-8-75	49·92			
Ajmer to Beáwar	15-5-78	32·41			
Beáwar to Haripúr	12-8-79	20·85			
Haripúr to Sojat Road	20-10-80	20·54			
Sojat Road to Pálanpur	1-1-81	148·44			
Pálanpur to Ahmedabad	15-11-79	82·36			
New zero of Ahmedabad-Dholka railway to facing point on main line of Sabarmati	12-2-08	0·66			
Branches and extensions—			580·18		
Viramgam-Wadhwan section—					
Viramgam to Wadhwan*	14-12-02	39·05			
			39·05		* This section was opened on the 5′ 6″ gauge from 25th May 1872 and converted to the and opened on, 3′ 3⅜″ gauge, from 14th December 1902.
Farukhnagar Salt branch	14-2-73	7·64			
			7·64		
Agra branch—					
Bandikui to Bharatpur	20-4-74	60·28			
Bharatpur to Agra Fort	11-8-73	33·24			
Agra Fort to Jumna, East Bank (Agra)	1-1-76	1·50			
			95·02		
Sámbhar Lake Salt branch	1-3-75	4·50			
Jaipog extension	0-10-76	4·50			
Extension of Sámbhar branch to Jhowra	20-12-79	17·00			
Kankaroola siding	15-2-81	1·25			
Additional salt sidings in the Sámbhar lake	1-9-91	6·18			
			33·43		
5′ 6″ gauge lines—					
Jumna, East Bank (Agra) to Idgah (Agra)	1-1-76	† 3·07			† Of this, the length on the Jumna bridge is of mixed (5′ 6″ and 3′ 3⅜″) gauge.
At Delhi	12-11-03	0·09			
			3·16		
MALWA SECTION—					
Main line—					
Khandwa to Sanáwad	1-2-74	34·25			
Sanáwad to Mortakka	1-4-74	3·50			
Mortakka to Choral	20-1-75	20·50			
Choral to Mhow	1-1-78	15·69			
Mhow to Indore	3-8-76	13·00			
Indore to Fatehabad Junction	3-8-76	25·28			
Fatehabad Junction to Rutlam	11-7-78	48·75			
Rutlam to Jaora	25-2-80	20·50			
Jaora to Mandsaur	8-4-80	31·75			
Mandsaur to Neemuch	2-7-80	30·25			
Neemuch to Nimbahera	10-3-81	16·40			
Nimbahera to Chitorgarh	19-3-81	17·65			
Chitorgarh to Nasirabad	1-12-81	100·85			
Nasirabad to Ajmer	14-2-76	14·15			
Ujjain branch—			392·27		
Fatehabad to Ujjain	3-8-76	12·00			
Ujjain branch extension across the Sipra river to Ujjain city.	1-3-84	‡2·88			‡ Includes 2·10 miles, 5′ 6″ gauge, from Sipra Junction to station, opened in 1899.
			14·88		
CAWNPORE-ACHNERA SECTION—					
Main line—					
Cawnpore Mill line	26-4-09	2·34			
Cawnpore to Kanauj	15-12-80	49·20			
Kanauj to Farukhabad	1-2-81	35·71			
Farukhabad to Kásganj	14-4-84	66·78			
Kásganj to Háthras Road	1-7-84	34·04			
Háthras Road to Muttra Cantonment	19-10-75	29·11			
Jumna bridge	1-7-84	1·00			
Muttra Cantonment to old connection Muttra Junction.	11-11-07	2·32			
Old connection to Achnera	7-11-81	20·95	242·45		
Carried over	...	...	...	1,408·08	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (r)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*b*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6.
Brought forward ...	...	...	...	1,408·08	
Branches—					
Brahmavart branch	10-11-85	4·78			
Brindaban branch	26-8-89	7·25	12·03		
REWÁRI-BHÁTINDA-FÁZILKA SECTION—					
Main line—					
Rewári to Hissar	20-3-83	88·20			
Hissar to Sirsa	1-1-84	50·75			
Sirsa to Kot Kapúra	1-10-84	*73·24			*Of this 26·28 miles, between Bhátinda and Kot Kapúra, are of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Kot Kapúra to Fázilka	1-1-85	50·26	262·45		
Rewári-Phulera Chord—					
Rewári to Narnaul	11-12-04	32·55			
Narnaul to Phulera	15-5-05	100·53	133·08	407·56	
TOTAL, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY (3′ 3⅜″ GAUGE).	...	...	...	1,815·64	
DOUBLE LINE, RAJPUTANA SECTION—					
3′ 3⅜″ gauge—					
Agra Fort to Idgah Junction (Agra)	11-8-73	1·14			
At Delhi	25-12-02	1·78	2·92		
5′ 6″ gauge—					
At Delhi	27-2-05	0·09	0·09		
Total double line	...	...	...	3·01	

Details of construction—

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 41¼-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41¼-lb. and 50-lb. steel rails on deodar sleepers. The Rewári-Fázilka section has 41¼-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Fencing.—The following lines are fenced: (1) Rajputana section, main line, Delhi to Ahmedabad *viâ* the Rewári-Phulera chord, 488·56 miles; Rewári-Bandikui-Phulera loop, 173·76 miles, and branches, 94·61 miles; (2) Malwa section, main line, Khandwa to Ajmer, 97·85 miles, and branch, 2·17 miles; (3) Cawnpore-Achnera section, main line, 148·23 miles and Brindaban branch, 2·69 miles; and (4) Rewári-Fázilka section, 114·23 miles, including stations.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—On the main line of the Rajputana section, Delhi to Ahmedabad, *viâ* Rewári-Phulera chord; on the Rewári-Bandikui-Phulera loop; and on the Brahmavart branch, the ruling gradient is 1 in 150. On the Agra branch it is 1 in 150, except for 1,058 feet on 1 in 142 and 841 feet on 1 in 145 at mile 1. On the Sambhar branch, it is 1 in 200, except for 3,810 feet on 1 in 150 at the beginning of the line. On the Farukhnagar branch it is 1 in 100. On the Malwa section it is 1 in 150, except between Khandwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Pani (Mhow Ghat) where it is 1 in 40. On the Cawnpore-Achnera section, and on the Brindaban branch it is 1 in 200; and on the Rewári-Fázilka section, 1 in 169.

Contract—
Main provisions of contract— As noted under 2 (*a*), Bombay, Baroda and Central India railway (5′ 6″ gauge).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (r)}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*b*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

TABLE I. | TABLE II.

INCLUDES THE GODHRA-RUTLAM-NAGDA SECTION *up to* 1911 AND VIRAMGAM-WADHWAN SECTION *from* 1912.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906 .	1,915·50	16,65,57,367	2,80,04,905	1,47,43,530	8·35	65,09,940	...	+ 81,43,590	281	47·35
1907 .	1,919·20	16,85,93,587	2,87,22,171	1,45,92,903	8·54	53,09,963	...	+90,83,939	288	49·39
1908 .	1,918·54	17,64,85,727	2,47,43,850	94,10,603	5·33	60,67,222	...	+33,43,381	249	61·97
1909 .	1,919·72	18,04,84,544	2,51,98,999	1,08,98,686	6·04	61,19,498	...	+47,79,188	252	56·75
1910 .	1,919·64	18,18,63,774	2,85,10,644	1,44,84,804	7·96	61,72,944	...	+83,11,860	286	49·20
1911 .	1,917·73	18,23,81,723	3,08,25,507	1,50,83,603	8·27	63,40,819	...	+87,42,784	309	51·07
1912 .	1,815·64	16,55,41,215	3,15,97,819	1,61,10,247	9·73	59,67,519	...	+1,01,42,728	335	49·01

2 (*c*) Pálanpur-Deesa railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Pálanpur to Deesa	8-11-93	17·28	17·28

Details of construction—

Permanent-way.—The permanent-way consists of 40-lb. flat-footed iron rails, except in station yards and the first 3 miles of the line which are laid with 41¼-lb. steel rails. The rails are laid on Denham-Olpherts' plate, cast iron pot, and steel dish cover sleepers.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

Letter from the Government of India, Public Works Department, No. 352 R.C., dated the 25th March 1892, to the Government of Bombay;

Letter from the Under Secretary of State for India, No. 682, dated the 18th May 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;

Letter from the Board of Directors, Bombay, Baroda and Central India Railway Company, No. 611, dated the 20th May 1892, to the Under Secretary of State for India;

Letter from the Under Secretary of State for India, No. 920, dated the 22nd June 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;

Letter from the Government of Bombay, No. 1643, dated the 19th August 1892, to the Government of India, Public Works Department;

} as to the construction, management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Pálanpur-Deesa railway as a part of the Rajputana-Malwa railway.

Contract, dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (r)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*c*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—

(i) *Land.*—Provided free of cost by the Pálanpur Durbar.

(ii) *Government aid.*—The railway is owned jointly by the Government and the Pálanpur Durbar, and the former provides any further open line capital funds. It was constructed and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(iii) *Terms of working.*—The railway is debited with a share of the general working expenses of the Bombay, Baroda and Central India Railway Company's system in proportion to the gross earnings of the Pálanpur-Deesa railway.

(iv) *Distribution of profits.*—The net earnings, after deducting the working expenses as in (iii) above, in any half-year are to be divided between the Government and the Pálanpur Durbar in proportions to the capital provided by each, after excluding (so long as the line remains a metre gauge one) from the Government capital the sum of Rs. 25,117 the extra expenditure incurred in providing a 5′ 6″ gauge sub-structure.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As under 2 (*b*), Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*—
(ix) *Term of contract.*—
} The agreement is co-terminous with the Company's contract with the Secretary of State for working the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge), unless it be decided to extend the railway in which case it will be open to the Government to terminate the working arrangement on giving the Company 6 months' notice.

Statistics of working—

Table I.											Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.		Gross earnings.	Net earnings.		Percentage of net earnings on total capital outlay given in columns (3) and (4).		Interest on Government capital.	Gain or loss to Government *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of exponses to earnings.
		Contributed by the Pálanpur Durbar.	Contributed by Government.		Attributable to the Durbar.	Attributable to Government.	On capital contributed by the Durbar.	On capital contributed by Government.				
1	2	3	4	5	6	7	8	9	10	11	1	2
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1893	17·28	1,85,000	1,78,953	4,436	1,335	1,110	0·72	0·62	5,371	−4,261	33	44·88
1894	17 28	1,85,000	2,14,601	37,544	11,365	11,781	6·14	5·49	8,783	+2,998	42	38·35
1895	17·28	1,85,000	2,15,374	38,182	11,333	11,512	6·13	5·35	8,378	+3,134	42	40·17
1896	17·28	1,85,000	2,32,746	51,629	14,101	15,072	7·62	6·48	9,149	+5,923	57	43·49
1897	17 28	1,85,000	2,33,264	43,264	10,883	12,243	5·88	5·25	9,305	+2,938	48	46·55
1898	17·28	1,85,000	2,33,264	38,199	10,334	11,628	5·59	4·99	9,231	+2,297	43	42·51
1899	17·28	1,85,000	2,33,264	44,628	12,102	13,618	6·54	5·84	9,330	+4,288	50	42·37
1900	17·28	1,85,000	2,33,264	47,699	12,636	14,218	6·83	6·10	9,330	+4,888	53	43·67
1901	17·28	1,85,000	2,33,264	36,805	9,375	10,548	5·07	4·52	9,330	+1,218	41	45·87
1902	17·28	1,85,000	2,36,786	33,690	8,329	9,521	4·50	4·02	9,408	+113	37	47·01
1903	17·28	1,85,000	2,37,069	29,734	7,141	8,181	3·86	3·45	9,432	−1,251	33	48·47
1904	17·28	1,85,000	2,37,069	29,185	7,290	8,340	3·94	3·52	9,474	−1,134	32	46·48
1905	17·28	1,85,000	2,37,069	35,178	9,469	10,848	5·12	4·58	9,472	+1,376	39	42·25
1906	17·28	1,85,000	2,39,155	40,154	9,862	11,376	5·33	4·76	9,531	+1,845	45	47·11
1907	17·28	1,85,000	2,39,155	42,061	10,266	11,878	5·55	4·97	7,223	+4,655	47	47·35
1908	17·28	1,85,000	2,47,156	45,680	9,097	10,723	4·92	4·34	8,213	+2,515	51	56·60
1909	17·28	1,85,000	2,45,700	53,323	11,757	14,034	6·36	5·71	8,259	+5,775	59	51·63
1910	17·28	1,85,000	2,45,700	58,152	13,663	16,291	7·39	6·63	8,216	+8,075	65	48·49
1911	17·28	1,85,000	2,45,700	52,775	11,949	14,248	6·46	5·80	8,332	+5,916	59	50·36
1912	17·28	1,85,000	2,45,700	51,837	11,891	14,177	6·43	5·77	8,400	+5,777	58	49·71

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Subheads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Nagda-Ujjain railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Nágdá to Ujjain	15-7-96	34·32	34·32

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement and contracts—

Agreement, without date, having effect from the 15th July 1896, *between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the revising, and extending up to the 31st December 1905, of the arrangements for working the Rajputana-Málwa railway and other lines.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Main provisions of agreement and contracts—

(i) *Land.*—Provided free of cost by the Gwalior Durbar.

(ii) *Government aid.*—The line is the property of the Gwalior Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Nagda-Ujjain railway is debited with a share of the working expenses of the Company's railway system in proportion to the total earnings of the Nagda-Ujjain railway in each half-year, and the balance in favour of or against the Gwalior Durbar is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—To conform generally to those in force on the Godhra-Rutlam-Nagda railway, unless otherwise specially agreed between the Durbar and the Company.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways. (The agreement does not contain any provision for the carriage at special rates of troops, high Government officials and Government stores).

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement may be terminated at any time on one year's notice from either party, expiring on the 30th June or 31st December in any year.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Nagda-Ujjain railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907)—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.					TABLE II.	
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	34·32	22,41,231	1,20,951	62,949	2·81	68	47·95
1904	34·32	22,41,231	1,23,654	66,141	2·96	69	46·27
1905	34·32	22,40,441	1,71,435	99,907	4·46	96	41·72
1906	34·32	22,40,441	1,71,491	91,060	4·06	96	46·90
1907	34·32	22,40,441	1,99,985	1,06,620	4·76	112	46·69
1908	34·32	22,40,441	1,95,491	83,228	3·71	109	57·43
1909	34·32	22,40,441	2,50,437	1,21,895	5·44	140	51·33
1910	34·32	22,40,600	2,59,690	1,34,098	5·98	146	48·36
1911	34·32	22,40,600	2,89,814	1,48,929	6·42	162	50·34
1912	34·32	22,40,600	3,21,131	1,64,593	7·35	180	48·75

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Anand to Petlád	5-5-90	13·17	
Petlád to Tarápur	20-6-01	8·33	21·50

Details of construction—

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on steel sleepers from Ánand to Petlád and on creosoted pine sleepers from Petlád to Tarapur.

Ballast.—The line is ballasted with gravel.

Fencing.—Thirteen miles, between Ánand and Petlád, are fenced. The rest of the line is unfenced, except in station yards.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreements and contract—

Agreement, without date, having effect from the 5th May 1890, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract) *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 3rd March 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying the agreement of 5th May 1890.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying further the agreement of 5th May 1890.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Baroda Durbar.

(ii) *Government aid.*—The line is the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Petlad railway is debited for maintenance and working expenses, including the cost of supervision and hire of rolling-stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5′ 6″ and 3′ 3¾″ gauge lines of the Bombay, Baroda and Central India railway system, and with any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Durbar, but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge).

(vi) *Special obligations as to the conveyance of—*
(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)
(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } Either party may at any time determine the agreement on giving 12 calendar months' notice to the other.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	21·50	11,48,092	98,451	50,289	4·38	88	48·92
1904	21·50	11,46,552	1,20,974	64,876	5·66	108	46·37
1905	21·50	11,31,273	1,40,463	81,966	7·25	126	41·65
1906	21·50	11,30,873	1,39,200	73,634	6·51	124	47·11
1907	21·50	11,30,869	1,66,978	88,288	7·81	149	47·13
1908	21·50	11,31,294	1,86,283	80,125	7·08	167	56·99
1909	21·50	11,31,692	1,88,042	90,705	8·01	168	51·76
1910	21·50	11,33,233	2,19,645	1,13,373	10·00	196	48·38
1911	21·50	11,30,453	2,39,635	1,19,183	10·46	214	50·26
1912	21·50	11,46,073	2,54,943	1,29,527	11·30	226	49·19

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tarapur to Cambay	20-6-01	12·30	12·30

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with gravel.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 600, with a short length of 1 in 200 between Sayama and Cambay.

Agreements and contract—

Agreement, dated the 17th May 1902, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central Inaia Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 17th October 1908, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, modifying the agreement of 17th May 1902.

Agreement, dated the 10th May 1910, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, modifying further the agreement of 17th May 1902.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Cambay Durbar.

(ii) *Government aid.*—The line is the property of the Cambay Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—

(iv) *Distribution of profits.*—

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of the Durbar to determine agreement.*—

(viii) *Power of the Company to determine agreement.*—

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—

} As noted under 2 (*e*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	10·92	7,49,676	25,151	12,803	1·71	44	49·10
1904	10·92	7,68,728	52,199	17,276	2·25	57	46·35
1905	10·92	8,06,482	33,638	19,603	2·43	59	41·73
1906	12·30	8,11,255	34,531	18,265	2·25	54	47·11
1907	12·30	8,10,876	42,318	22,355	2·76	66	47·17
1908	12·30	8,10,876	44,098	18,932	2·33	69	57·07
1909	12·30	8,50,220	45,431	20,982	2·47	68	51·69
1910	12·30	8,57,150	51,799	26,668	3·11	81	48·43
1911	12·30	8,65,463	57,880	28,728	3·33	90	50·23
1912	12·30	8,66,038	57,883	29,157	3·37	90	49·58

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kankra Khari to Vyára	1-12-98	35·59	
Vyára to Chinchpáda	10-7-99	26·55	
Chinchpáda to Nandurbár	8-10-99	25·20	
Nandurbár to Dondaicha	11-11-99	21·44	
Dondaicha to Nardána	25-11-99	19·78	
Nardána to Amalner	15-3-00	16·92	
			155·48

Details of construction—

Permanent-way.—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.
Ballast.—The line is ballasted throughout with stone.
Fencing.—Only station yards and important level crossings are fenced.
Curves.—The sharpest curve is of 1,910 feet radius.
Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 28th August 1896 (called the principal contract), *between the Secretary of State and the Tapti Valley Railway Company;*
Dated the 30th October 1896 (set forth in the schedule to the principal contract of 1896), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company;*
} as to the construction, management, maintenance and working of the Tapti Valley railway.

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Dated the 16th January 1902, *between the Secretary of State and the Tapti Valley Railway Company*, modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 26th August 1907, *between the Secretary of State and the Tapti Valley Railway Company*, for the continuance of the working of the Tapti Valley railway on the terms in force on the 31st December 1905.

Dated the 10th July 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company;*
Dated the 12th November 1908, *between the Secretary of State and the Tapti Valley Railway Company;*
} giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from interchanged traffic payable to the Tapti Valley Railway Company by the Bombay, Baroda and Central India Railway Company.

Main provisions of contracts—

(i) *Land.*—In British territory provided by the Government free of cost to Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.
(ii) *Government aid.*—
(iii) *Distribution of profits.*—
} The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches the charge to the Tapti Valley Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line is the share of the general working expenses of the whole of the 5′ 6″ and 3′ 3⅜″ gauge system of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Tapti Valley railway in proportion to its gross earnings, less the rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government is entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 50 per cent. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Tapti Valley Railway Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Tapti Valley Railway Company in respect of each calendar year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Tapti Valley railway, as will, together with the net earnings of the Tapti Valley Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow the Company the sum of Rs. 6,000 per annum towards its office expenses and expenses of management.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge).

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As in the case of 2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge).

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway—

(*a*) on the 31st December 1921, or at the end of any subsequent period of 10 years, in which case the Government undertakes to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure; or

(*b*) on the 31st December 1950, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

(vii) *Power of the Company to surrender contract*—Nil.

(viii) *Term of contract [if not determined under* (vi) *or* (vii)].—Not specified.

Statistics of working—

	Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1898	35·91	82,70,413	2,836	...	...	...	...	...	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.	18	48·70
1899	138·38	1,21,09,133	2,42,593	...	...	...	...	...		73	47·40
1900	155·45	1,28,31,291	6,68,475	...	...	...	...	...		85	47·68
1901	155·48	1,29,18,730	6,00,553	3,42,243	2·65	33,226	3,75,469	2·90		74	43·01
1902	155·48	1,29,70,581	8,26,485	4,63,242	3·57	45,196	5,08,438	3·92		102	43·95
1903	155·48	1,30,02,400	8,62,753	4,83,142	3·72	40,258	5,23,400	4·03		107	44·00
1904	155·48	1,30,77,018	6,58,740	3,68,894	2·82	28,441	3,97,335	3·04		81	44·00
1905	155·48	1,30,83,629	10,11,222	5,86,921	4·49	2,928	5,89,849	4·51		125	41·96
1906	155·48	1,30,82,853	11,84,712	6,35,460	4·86	...	6,35,460	4·86		140	44·00
1907	155·48	1,30,97,237	10,34,612	5,79,383	4·42	...	5,79,383	4·42		128	44·00
1908	155·48	1,30,90,229	9,08,927	5,59,399	4·27	...	5,59,399	4·27		124	44·00
1909	155·48	1,31,10,300	11,06,564	6,19,676	4·73	...	6,19,676	4·73		137	44·00
1910	155·48	1,31,20,549	11,65,910	6,64,110	5·06	...	6,64,110	5·06		147	44·00
1911	155·48	1,31,37,174	12,91,825	7,23,422	5·51	...	7,23,422	5·51		160	44·00
1912	155·48	1,31,41,972	14,36,446	8,04,410	6·12	...	8,04,410	6·12		178	44·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Sábarmati to Bavla	23-2-03	24·75	
Bavla to Dholka	1-4-03	8·79	
			33·54

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on deodar sleepers.

Ballast.—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings; elsewhere sand is used with stone top dressing. The line has since been ballasted with stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 300, except for 400 feet near Sabarmati, where it is 1 in 200 and for 4,000 feet between miles 1 and 2, where it is 1 in 286.

Contracts—

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa railway and other lines.

Dated the 25th March 1902, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*; Dated the 18th July 1902, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*; } as to the construction, management, maintenance and working of the Ahmedabad-Dholka railway.

Dated the 17th September 1902, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*, modifying the contract of 1902, as to the issue and allotment to the Secretary of State of a certain number of fully paid up shares in the capital of the Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 10th July 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*; Dated the 12th November 1908, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*; } giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from interchanged traffic payable to the Ahmedabad-Dholka Railway Company by the Bombay, Baroda and Central India Railway Company.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*— } The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the working agreement with the Bombay, Baroda and Central India Railway Company, the charge to the Ahmedabad-Dholka Railway Company for the provision of rolling-stock and the working and maintenance of the line, is the share of the general working expenses of the whole system of the 5′ 6″ and 3′ 3⅜″ gauge lines worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Dholka railway in proportion to its gross earnings, less the amount of rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government is entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the working agreement with the Bombay, Baroda and Central India Railway Company terminating before the contract with the Ahmedabad-Dholka Railway Company, the charge for working the latter Company's line is to be such percentage of the gross earnings as may be provided in any other working agreement that may be entered into, or, if the line is worked by State agency, such percentage as the Secretary of State may consider just

(iii) *Distribution of profits.*— }

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

or reasonable; but it is not in either case to exceed the percentage of working expenses on gross earnings obtaining on the Bombay, Baroda and Central India railway, or 50 per cent in any year. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Dholka Railway Company. By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Dholka Railway Company in respect of each calendar year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Dholka railway, as will, together with the net earnings of the Ahmedabad-Dholka Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow the Company the sum of Rs. 5,000 per annum towards its office expenses and expenses of management; but when the Company's net earnings in any year exceed 4 per cent on the capital expenditure, the excess is to be applied towards the reduction of this allowance.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum for the time being in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As in the case of 2 (*b*), Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway on the 30th June 1922, or at the end of any subsequent period of 10 years, in which case the Government undertakes to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	33·50	10,02,172	64,261	35,986	3·59	...	35,986	3·59	45	44·00
1904	33·50	10,17,808	99,044	55,465	5·45	...	55,465	5·45	57	44·00
1905	33·50	10,44,905	98,214	57,203	5·47	...	57,203	5·47	56	41·76
1906	33·50	10,83,722	1,00,743	56,418	5·21	...	56,418	5·21	58	44·00
1907	33·50	11,11,380	1,15,159	64,489	5·80	...	64,489	5·80	66	44·00
1908	33·50	10,91,212	1,28,206	71,795	6·58	...	71,795	6·58	74	44·00
1909	33·54	11,05,286	1,20,149	6,283	6·09	...	67,283	6·09	69	44·00
1910	33·54	11,10,937	1,29,669	7,615	6·54	...	72,615	6·54	74	44·00
1911	33·54	11,17,717	1,32,107	73,980	6·62	...	73,980	6·62	76	44·00
1912	33·54	11,17,717	1,33,740	74,895	6·70	...	74,895	6·70	77	44·00

2 (*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ahmedabad to Talod	1-5-97	33·82	
Talod to Parántij	2-7-97	7·83	
Parántij to Himmatnagar	23-10-97	14·05	
Himmatnagar to Khed Brahma	1-7-11	34·00	
			88·70

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (i) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 13th March 1896 (called the principal contract), *between the Secretary of State and the Ahmedabad-Parántij Railway Company*, as to the construction of the Ahmedabad-Parántij railway.

Dated the 4th June 1896, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Ahmedabad-Parántij railway.

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Dated the 29th January 1902, *between the Secretary of State and the Ahmedabad-Parántij Railway Company*, modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 17th September 1907, *between the Secretary of State and the Ahmedabad-Parántij Railway Company*, for the continuance of the working of the Ahmedabad-Parántij railway on the terms in force on the 31st December 1905.

Dated the 2nd October 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*;

Dated the 24th November 1910, *between the Secretary of State and the Ahmedabad-Parántij Railway Company*;

} as to the construction, management, maintenance and working of the Brahmakhed extension as part of the Ahmedabad-Parántij railway, subject to the modifications therein set forth of the terms applicable to the main line.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.

(ii) *Government aid.*—
(iii) *Distribution of profits.*— } The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches, the charge to the Ahmedabad-Parántij Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line is the share of the general working expenses of the whole of the broad and metre gauge system of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Parántij railway in proportion to its gross earnings, less the rebate of 10 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government is entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 44 per cent. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Parántij Railway Company.

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Parántij Railway Company in respect of each calendar year, by way of rebate, a sum not exceeding 10 per cent of the combined shares attributable to the Bombay, Baroda and

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Paránti railway, as will, together with the net earnings of the Ahmedabad-Paránti Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter at 5 per cent per annum, on the actual capital expenditure. The Government also allow the Company the sum of Rs. 5,000 per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter Rs. 6,000 per annum towards its office expenses and expenses of management.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As in the case of 2 (*b*), Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway—

(*a*) on the 31st December 1930, or at the end of any subsequent period of 10 years, in which case the Government undertakes to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure, or

(*b*) on the 31st December 1946, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1897 .	54·59	19,42,211	69,069	36,665	1·89	...	36,665	1·89	46	46·92
1898 .	54·59	19,42,371	1,49,790	85,836	4·42	...	85,836	4·42	53	42·70
1899 .	54·70	19,49,616	2,10,634	1,21,687	6·24	...	1,21,687	6·24	74	42·23
1900 .	54·70	19,55,205	2,65,105	1,55,952	7·98	...	1,55,952	7·98	93	41·17
1901 .	54·70	19,49,855	1,77,488	99,365	5·10	...	99,365	5·10	62	44·00
1902 .	54·70	19,70,012	1,79,794	1,00,685	5·11	...	1,00,685	5·11	63	44·00
1903 .	54·70	19,88,869	1,50,112	84,063	4·23	...	84,063	4·23	53	44·00
1904 .	54·70	19,89,045	1,86,227	1,04,287	5·24	...	1,04,287	5·24	65	44·00
1905 .	54·70	19,91,753	1,98,713	1,15,469	5·80	...	1,15,469	5·80	70	41·89
1906 .	54·70	19,98,023	2,20,934	1,23,727	6·19	...	1,23,727	6·19	78	44·00
1907 .	54·70	20,08,986	2,64,637	1,48,197	7·38	...	1,48,197	7·38	93	44·00
1908 .	54·70	20,26,012	2,95,064	1,65,572	8·17	...	1,65,572	8·17	104	44·00
1909 .	54·70	20,32,797	3,04,884	1,70,735	8·40	...	1,70,735	8·40	107	44·00
1910 .	54·70	28,71,739	3,21,710	1,80,158	6·27	...	1,80,158	6·27	113	44·00
1911 .	88·70	36,40,022	3,52,475	1,97,386	5·42	...	1,97,386	5·42	94	44·00
1912 .	88·70	36,64,696	3,47,122	1,94,388	5·30	...	1,94,388	5·30	75	44·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For index see page preceding this appendix.]

Number $\frac{\text{Main head } 2}{\text{Sub-heads } (a) \text{ to } (r)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*j*) Gaekwar's Mehsana railway (3' 3⅜" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Mehsána to Vadnagar	21-3-87	20·73		
Vadnagar to Kherálu	12-12-88	7·00		
Viramgám to Mehsána	1-2-91	40·21		
Mehsána to Pátan	20-7-91	24·69		
Manund Road to Harij	23-10-08	20·95		
Chanasma to Bechraji	23-10-08	16·63		
Kherálu to Taranga Hill	20-8-09	7·79		
			138·00	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Patan to Kakoshi (sanctioned on 15th March 1912)	...	42·13	42·13	
Khalipur to Khakhal (sanctioned on 15th March 1912)	...			180·13

Details of construction—

Permanent-way.—Except from mile 10 to mile 24·69 of the Mehsána-Pátan section, which is laid with 40-lb. iron rails on deodar sleepers, the line is laid with 41½-lb. flat-footed steel rails on steel, deodar, half round jungle teak and Australian hard wood sleepers.

Ballast.—The line between Mehsána and Taranga Hill is ballasted with stone, between Manund Road and Harij and between Chanasma and Bechraji, with lime stone and the rest with kunkur.

Fencing.—Of the Manund Road-Harij and Chanasma-Bechraji sections only the station yards are fenced; and of the other three sections 41¼ miles are fenced by wire, and the rest with cactus, but this latter has in several places been entirely destroyed by floods and locusts and what remains is much broken up.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—On the Mehsána-Kherálu section the ruling gradient is 1 in 150, except for 5,100 feet, between Varetha and Taranga Hill, where it is 1 in 75. On the Mehsána-Viramgam section it is 1 in 400, except for 1,350 feet between miles 5 and 6 where it is 1 in 200 and 900 feet between miles 12 and 13 where it is 1 in 300. On the Mehsána-Pátan section it is 1 in 400, except for 850 feet between miles 6 and 7 where it is 1 in 200. On the Manund Road-Harij section it is 1 in 200 and on the Chanasma-Bechraji section, 1 in 366, all in banking section.

Agreements and contract—

Agreement, dated the 17th June 1893 (called "the Mehsána Working Agreement"), *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Gaekwar's Mehsána railway.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputána-Málwa railway and other subsidiary lines.

Agreement, dated the 20th July 1908, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the construction by the Company of the Gaekwar's Kherálu-Dabhora railway.

Agreement, dated the 20th July 1908, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the construction by the Company of the Gaekwar's Manund Road-Harij and Chanasma-Bechraji railways.

Agreement, dated the 16th February 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying, as from the 27th March 1908 to the 26th March 1909, inclusive, the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 15th December 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines from the date of opening to public traffic up to and including the 22nd October 1910.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, for the continuance of the management, maintenance and working, from the 27th March 1909, of the Mehsána-Kheralu, Mehsána-Viramgam and Mehsána-Pátan railways, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—*concld.*

Agreements and contract—*concld.*

Agreement, dated the 17th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Kherálu-Varetha (Taranga Hill) extension, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 3rd December 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines as from the 23rd October 1910, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Main provisions of agreements and contract—

(i) *Land.*—As under 2(*e*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge.)

(ii) *Government aid.*—The lines are the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and are managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Mehsána railway and the Manund Road-Harij and Chanasma-Bechraji railways are debited for maintenance and working expenses, including the cost of supervision and hire of rolling stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India railway system, and also with any single item of capital expenditure on "New minor works" costing Rs. 2,000 or less, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to, or by, it, as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Durbar; but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—

} As under 2(*e*), Petlad Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	92·63	33,78,182	3,47,083	1,77,466	5·25	72	48·87
1904	92·63	33,95,678	3,82,249	2,64,906	6·06	79	46·39
1905	92·63	34,36,885	4,52,184	2,62,904	7·65	94	41·86
1906	92·63	42,78,388	4,20,777	2,24,124	5·25	87	43·74
1907	92·63	50,55,731	4,34,903	2,30,317	4·56	90	47·04
1908	130·21	53,16,404	4,55,749	1,93,036	3·70	88	57·64
1909	138·01	58,43,871	5,57,732	2,56,206	4·79	78	54·06
1910	138·00	55,89,610	6,30,415	3,13,759	5·61	88	50·25
1911	138·00	57,02,244	6,46,429	3,20,799	5·63	99	50·37
1912	138·00	57,16,157	6,61,472	3,36,647	5·89	92	49·11

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$ · **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Jaipur railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Sánganer to Nawai	10-11-05	33·18	
Nawai to Siwai-Mádhopur	17-10-07	40·66	
			73·84

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced except at stations and at points where the line crosses the main road.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 250, except for 4 miles and 1,080 feet at the beginning of the line where it is 1 in 200.

Agreement—

Agreement, dated the 11th September 1906, *between the Jaipur Durbar and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Jaipur railway.

Railway Board's letter No. 1310 R.T., dated the 30th October 1907, as to the payment of rebate to the Jaipur Durbar.

Main provisions of agreement—

(i) *Land.*—Provided by the Jaipur Durbar at the cost of capital.

(ii) *Government aid.*—The line is the property of the Jaipur Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Company as part of its railway system. By way of rebate the Government allow out of their share of the net earnings of the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge) (outside the contract between the Secretary of State and the Bombay, Baroda and Central India Railway Company), a sum up to 10 per cent of the net earnings of the main line from traffic interchanged with the Jaipur railway to such extent as is necessary to make up, together with the net earnings of the Jaipur railway, an amount sufficient to give a return of 3½ per cent per annum on the capital expenditure incurred.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excluding the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Jaipur railway is debited for maintenance and working expenses, including the cost of supervision and use of rolling-stock, with the same percentage of the gross earnings of the Jaipur railway as the total expenditure incurred on the entire Bombay, Baroda and Central India railway system bears to the earnings of that system, and also with any single item of capital expenditure not exceeding Rs. 2,000, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on that system.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Jaipur Durbar and, in the absence of any special agreement between them, to conform, as far as may be, to those generally in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } After 2 years from the date of opening (*viz.*, the 17th October 1907) of the Jaipur railway the agreement may be determined by either party giving to the other 12 calendar months' notice expiring on the 30th June or 31st December of any year.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—None specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$, **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Jaipur railway (3′ 3⅜″ gauge)—***concld.***

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	32·18	13,20,421	12,299	6,779	0·51	52	44·88
1906	32·18	14,77,188	68,943	36,617	2·48	41	46·89
1907	72·84	23,42,013	97,734	49,708	2·12	46	49·14
1908	72·84	24,01,041	1,16,415	49,648	2·07	31	57·35
1909	72·84	24,02,410	1,44,902	68,820	2·86	38	52·51
1910	72·84	24,03,971	2,14,761	1,10,290	4·59	57	48·65
1911	72·84	24,09,763	2,70,084	1,33,743	5·55	71	50·48
1912	72·84	24,09,763	3,13,550	1,58,641	6·58	83	49·40

2 (*l*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Vijapur to Kálol	10-6-02	29·44	
Kálol to Kadi	13-7-03	11·93	
Kadi to Bhoyani Road	1-4-12	4·74	
			46·11

Details of construction—

Permanent-way.—21 miles are laid with 41½-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

Ballast.—The line is ballasted with stone and kunker.

Fencing.—Only station yards and 11·07 miles of the Vijapur-Kálol section are fenced.

Curves.—The radius of the sharpest curve is 3,820 feet on the Vijapur-Kadi section and 1910 feet on the Kadi-Bhoyani Road section.

Gradients.—The ruling gradient is 1 in 150 between Vijapur and Kadi and 1 in 200 between Kadi and Bhoyani Road.

Agreements and contract—

Agreement, dated the 23rd November 1903, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Vijapur-Kálol-Kadi railway.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 3rd March 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying as from the 1st July 1908 to the 30th June 1909, inclusive, the agreement of the 23rd November 1903.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, for the continuance of the management, maintenance and working, from the 1st July 1909, of the Vijapur-Kálol-Kadi railway, subject to further modifications of the agreement of the 23rd November 1903.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*l*) Vijapur-Kalol-Kadi railway (3' $3\frac{3}{8}$" gauge)—*concld.*

Main provisions of agreements and contract—

As noted under 2 (*j*), Gaekwar's Mehsana railway (3'$3\frac{3}{8}$" gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

Calendar year.	Table I. Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	41·37	11,84,246	56,916	28,782	2·43	31	49·43
1904	41·37	13,35,402	74,572	40,083	3·00	35	46·25
1905	41·37	13,19,586	87,131	50,496	3·83	40	42·05
1906	41·37	13,24,835	95,660	50,648	3·82	44	47·05
1907	41·37	13,05,631	1,14,340	60,246	4·61	53	47·31
1908	41·37	13,12,860	1,20,643	51,999	3·96	56	56·90
1909	41·37	13,08,338	1,17,211	56,498	4·32	54	51·90
1910	41·37	13,29,176	1,32,202	68,019	5·12	61	48·55
1911	41·37	15,14,964	1,35,891	67,582	4·46	63	50·27
1912	46·11	15,63,509	1,34,917	68,346	4·37	58	49·35

2 (*m*) Gaekwar's Dabhoi railway (2' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Miyágám to Dabhoi	8-4-73	20·09		
Dabhoi to Chándod	15-4-79	10·62		
Dabhoi to Sankheda Bahadarpur	17-2-79	9·64		
Dabhoi to Goya Gate	1-7-80	17·00		
Goya Gate to Vishvámitri	24-1-81	1·63		
Sankheda Bahadarpur to Bodeli	16-6-90	12·77		
Vishvámitri to Pádra	1-7-97	7·14		
Pádra to Mobha	10-7-03	9·20		
Mobha to Masor Road	1-11-04	6·48		
Miyágám to Malsar	15-1-12	23·67		
			118·15	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Sankheda Bahadarpur to Bhatpur (sanctioned on 5th January 1909)	...	8·43		
Dabhoi to Jarod (sanctioned on 17th January 1910)	...	24·28		
			32·71	
				150·86

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there is still about one mile of 28-lb. iron rails in the road.

Ballast.—The line is ballasted chiefly with sand.

Fencing.—The line is practically unfenced except in station yards.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*m*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—*concld.*

Agreement and contract—

Agreement, without date, having effect from the 1st January 1897, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, by the Company, of the Dabhoi railway.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India, the Rajputana-Malwa and other subsidiary lines.

Main provisions of agreement and contract—

(i) *Land.*— } As noted under 2 (*e*), Petlad-Cambay railway (Anand-Tarapur section)
(ii) *Government aid.*— } (5′ 6″ gauge).

(iii) *Terms of working.*— } The Company work the Dabhoi railway at actual cost, *plus* a sum equal
(iv) *Distribution of profits.*— } to 10 per cent of total working expenses, but not less than Rs. 500 per mensem, in the half-year for superintendence; and it is also debited with a contribution from its net earnings to the Company's Provident Fund calculated on the same basis as obtains on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.

(v) *Rates and fares.*— } As noted under 2 (*e*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of the Durbar to determine agreement.*— } The agreement may be terminated at any time
(viii) *Power of the Company to determine agreement.*— } on one year's notice from either side to expire on the 30th June or 31st December in any year.

(ix) *Term of contract* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	1	2
	Miles.	Rs.	Rs.	Rs.			Rs.	
1903	88·00	23,60,528	2,60,550	7,467	0·32	The decrease in net earnings in 1903 was due principally to the cost of 3 engines having been charged to Revenue.	60	97·13
1904	94·49	24,64,882	2,98,906	1,26,426	5·13		65	57·70
1905	94·49	24,72,909	3,72,467	2,04,004	8·25		76	45·23
1906	94·48	24,75,537	3,94,817	1,73,665	7·22		80	54·75
1907	94·48	25,62,795	4,69,515	2,62,120	10·23		95	44·17
1908	94·48	25,94,874	4,66,069	2,44,526	9·42		95	47·33
1909	94·48	25,99,530	4,98,132	2,81,813	10·84		101	43·43
1910	94·48	31,41,668	5,95,304	3,46,177	11·01		121	41·85
1911	94·48	37,35,219	6,32,730	3,59,443	9·62		127	42·28
1912	118·15	42,85,146	6,07,931	3,31,317	7·73		100	45·50

2 (*n*) Kosamba-Zankhvav railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kósambá to Zankhvav	1-5-12	26·12	26·12

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*n*) Kosamba-Zankhvav railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. steel rails laid on jarrah and half-round jungle teak sleepers.

Ballast.—Metal ballast has been provided between stations and sand ballast in station yards.

Fencing.—No fencing has been provided.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 200 with short lengths of 1 in 150, 1 in 125 and 1 in 100.

Agreement—

Main provisons of agreement— This line is the property of the Baroda Durbar. It was constructed, and is being maintained and worked by the Bombay, Baroda and Central India Railway Company under the terms of an agreement which is under consideration.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912 . .	26·12	12,27,218	12,999	—11,207	...	14	186·21

2 (*o*) Rajpipla railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Anklesvar to Raj-Pardi	1-7-97	19·03	
Raj-Pardi to Umalla	19-1-99	4·95	
Umalla to Amletha	1-6-99	7·85	
Amletha to Nándod	20-7-99	5·54	
			37·37

Details of construction—

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel and iron rails on half-round jungle teak sleepers.

Ballast.—The line is ballasted chiefly with coarse river sand.

Fencing.—Only the station yards and small lengths at miles 4 and 9 are fenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Agreement and contract—

Agreement, dated the 19th March 1900, *between the Rajpipla State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance and working of the Rajpipla railway.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India, the Rajputana-Malwa and other subsidiary lines.

Main provisions of agreement and contract—

(i) *Land.*—Provided free of cost by the Rajpipla State.

(ii) *Government aid.*—The line is the property of the Rajpipla State (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India railway as part of the Company's system.

(iii) *Terms of working.*—

(iv) *Distribution of profits.*— The Rajpipla railway is debited with the actual cost of working *plus* a sum equal to 12½ per cent. on total working expenses (but not less than Rs. 500 per mensem nor more than an average of Rs. 800 per mensem) in the half-year for supervision; and in addition thereto a contribution from its net earnings to the Company's Provident Fund calculated on the basis of the Bombay, Baroda and Central India railway Provident Fund rules 6, 7 and 8.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*concld.*

2 (*o*) Rajpipla railway (2′ 6″ gauge)—*concld.*

Main provisions of agreement and contract—*concld.*

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof.— } As under 2 (*m*), Gaekwar's Dabhoi railway (2′ 6″ gauge).

(vii) *Power of the Rajpipla State to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement may be determined by either party, at the end of any calendar half-year, on one year's notice from either side.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	37·37	13,04,281	44,830	10,674	0·82	23	76·19
1904	37·37	13,04,522	49,207	16,890	1·29	25	65·68
1905	37·37	13,04,522	62,017	28,194	2·16	32	54·54
1906	37·37	13,04,867	67,137	32,526	2·49	35	51·55
1907	37·37	13,51,850	80,183	42,829	3·17	41	46·59
1908	37·37	13,59,352	81,269	27,482	2·03	42	66·18
1909	37·37	13,61,118	83,439	28,888	2·12	43	65·38
1910	37·37	13,64,149	1,02,324	41,189	3·02	53	59·75
1911	37·37	13,90,221	1,23,490	54,836	3·94	64	55·59
1912	37·37	13,90,293	1,19,151	44,409	3·20	61	62·69

2 (*p*) Billimora-Kalamba railway (2′ 6″ gauge)—

The construction of this line by the Baroda Durbar was sanctioned in 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Billimora to Kalamba (sanctioned on 5th July 1911)	...	34·82	34·82

2 (*q*) Broach-Jambusar Branch railway (2′ 6″ gauge)—

The construction of this line as an integral part of the Bombay, Baroda and Central India railway was sanctioned in 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Broach to Jambusar (sanctioned on 28th April 1911)	...	29·78	29·78

2 (*r*) Petlad-Vaso railway (2′ 6″ gauge)—

The construction of this line by the Baroda Durbar was sanctioned in 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Petlad to Vaso (sanctioned on 7th June 1911)	...	15·74	15·74

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

CALCUTTA PORT COMMISSIONERS' RAILWAY (5' 6" gauge)—

The railway serves the godowns, warehouses, jetties, workshops, jute, sugar, tea, rice and grain depôts, timber yards, mills and coal depôts on both the Calcutta and Howrah Foreshores, and is used for goods traffic only. The railway consists of a single track, but there are a large number of sidings for crossing trains and loading goods.

The first section, from Chandpal Ghât to Kidderpore Docks, was laid in 1886, being included in the general sanction for the Docks, and was used solely for the carriage of material for the construction of the Docks. It was opened to general goods traffic in 1891.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Lines on the Calcutta Foreshore—				
Main line—				
Cossipore (Gun Foundry Road) to Bagh Bazar . .	1-6-78	1·14		
Bagh Bazar to Meerbohur Ghât	1-11-75	1·76		
Meerbohur Ghât to Jetties	1-6-78	0·84		
Jetties to Chandpal Ghât	1-12-80	0·32		
Chandpal Ghât to Kidderpore Docks (Graving Dock) .	1-1-87	2·16		
Graving Dock to Chetla	0-0-93	3·20		
			9·42	
Branches—				
Graving Dock to Majherat	0-0-93	2·34		
Dock Junction to Bengal-Nagpur railway junction .	0-0-01	1·35		
			3·69	
Line on the Howrah Foreshore—				
Telkul Ghât *vid* Bhurpara Khal to Shalimar . .	31-12-01	...	2·23	
				15·34

Details of construction—

Permanent-way.—The Cossipore-Chandpal Ghât section is laid with steel rails weighing 75 lbs. to the yard on wooden sleepers. The Chandpal Ghât-Kidderpore Dock section is laid partly with new rails on wooden sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers. The Shalimar branch is laid with 75-lb. double-headed steel rails on cast iron chairs spiked on sâl sleepers. The Dock section is laid with 60-lb. and 75-lb. flanged and double-headed rails laid on wooden sleepers.

Ballast.—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Dock section is packed with ballast. On the Shalimar branch, packing is done with 1st class *jhama* ballast.

Fencing.—The line is fenced throughout. The Chandpal Ghât-Kidderpore Dock section is fenced on both sides.

Curves.—The radius of the sharpest curve is 250 feet.

Gradients.—The ruling gradient on the greater part of the railway is 1 in 300, except where the line crosses the Howrah bridge approach, where the gradient is 1 in 82 and between Hastings bridge and Watgunge where the gradient is 1 in 190.

Contract—

Nil. The line was constructed by the Port Commissioners out of Port Trust Funds and is maintained and worked by them. The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners by Government for which the former pay a quit rent of Rs. 37,292 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred by Government to the Commissioners.

Statistics of working—Not available.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL RAILWAY SYSTEM—**

Lines comprised in the system.—The Eastern Bengal railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(*a*)	Eastern Bengal railway (5′ 6″ gauge)	511·86	65·57	577·43
(*b*)	Eastern Bengal railway (3′ 3⅜″ gauge)	1,022·73	10·18	1,032·91
	Eastern Bengal railway (2′ 6″ gauge)	35·24	...	35·24
(*c*)	Cooch Behar railway (3′ 3⅜″ gauge)	33·09	...	33·09
(*d*)	Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)	55·22	...	55·22
	Total	1,658·14	75·75	1,733·89

Running powers—

Foreign line over home line:—

East Indian railway . Naihati to Majherat, including Kakurgachi Chord } for goods trains only . 33·25
Canal Junction to Chitpore } 1·75
35·00

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
EASTERN SECTION—					
Main line—					
Calcutta to Ranaghat	29-9-62	45·25			
Ranaghat to Jagati Junction	15-11-62	61·83			
Jagati Junction to mile 145	1-1-71	37·93			
	20-6-11	0·73			
Mile 145 to Pachooria Junction	1-4-90	3·16			
Pachooria Junction to new Goalundo	22-10-98	5·00			
Branches—			153·90		
Kushtia branch—					
Jagati Junction to river Ganges	16-2-64	3·77			
Kushtia loop line	1-8-81	1·17			
Chitpore branch—			4·94		
Canal Junction to Chitpore	25-8-73	*1·88			
Portion in Chitpore yard	13-4-88	*0·12			
Faridpur branch—			2·00		* For goods traffic only.
Pachooria Junction to Shivarampore	20-10-98	8·77			
Shivarampore to Faridpur	9-4-99	7·21			
Durgapur Ghat Line—	1-7-07	4·51	15·98		
Fakirabad Ghat line	5-7-12	3·45	4·51		
Churni Extension—	1-1-02	1·50	3·45		
Chitpore Terminus Extension—			1·50		
Belgachhi bridge to Cossipore	1-3-03	0·68			
	1-9-03	0·98			
Pattipooker-Chitpore connection	4-12-10	1·17	1·66		
Kakurgachi Chord—			1·17		
Kakurgachi Road to Gobra	1-2-07	2·26			
Damukdia branch—			2·26		
Poradaha to Bhairamara	19-1-78	11·79			
Bhairamara to Golabnuggur (Damukdia)	8-12-83	6·64			
Extension of Damukdia Ghat line to Raita	9-11-10	5·00			
Golbathan Extension	1-1-02	1·05			
Murshidabad branch—			24·48		
Ranaghat to Bhagwangola	1-9-05	88·85			
Bhagwangola to Krishnapur	10-11-05	5·90			
Krishnapur to Lalgola Ghat	15-7-07	2·75			
			97·50		
TOTAL, EASTERN SECTION	...	...	...	313·35	
SOUTHERN SECTION—					
Main line—					
Calcutta (Beliaghata) to Sonarpur	2-1-62	10·00			
Sonarpur to Baruipur	10-6-82	5·30			
Baruipur to Magra Hat	18-12-82	9·55			
Magra Hat to Diamond Harbour	25-4-83	12·69			
Diamond Harbour towards Hara Fort	25-4-83	0·42			
Junction with Eastern section	15-8-85	0·41			
			38·37		
Total, carried over	...	...	38·37	313·35	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	38·37	313·35	
Branches—					
Canning branch—					
Sonarpur to Champahati	2-1-62	5·00			
Champahati to Port Canning	15-5-63	12·79			
Bansra diversion extension	5-3-00	0·25			
	17-11-02	0·75			
Budge-Budge branch—			18·79		
Ballygunge to Budge-Budge	1-5-90	13·66			
			13·66		
TOTAL, SOUTHERN SECTION	...	...	...	70·82	
CENTRAL SECTION—					
Main line—					
Dum-Dum Junction to Dattapukur	2-4-83	14·25			
Dattapukur to Gobardanga	7-12-83	17·00			
Gobardanga to Bongong	22-4-84	12·00			
Bongong to Khoolna	16-2-84	61·26			
			104·51		
Branches—					
Ranaghat to Bongong	16-10-82	20·50			
Dum-Dum Cantonment to Pattipooker	1-8-04	2·68			
			23·18		
Total, Central section	...	...	...	127·69	
TOTAL LENGTH OPEN	...	...	...	511·86	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Lower Ganges bridge—Bhairamara to Junction with Eastern Bengal railway near Gopalpur (sanctioned on 10th December 1908).	...	14·22			
Dum Dum Junction to Canal Junction (sanctioned on 30th June 1910).	...	2·84			
Sara to Santahar (sanctioned on 28th December 1911).	...	48·51			
			65·57	65·57	
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	577·43	
DOUBLE LINE, EASTERN AND SOUTHERN SECTIONS—					
Calcutta to Naihati	1-8-86	* 2·55			* Excluding the quadruple length.
	21-3-87	0·26			
Naihati to Kanchrapara	20-4-92	4·69			
Kanchrapara to Ranaghat	12-11-92	17·56			
Ranaghat to Aranghata	7-8-97	5·50			
Aranghata to Bogoola	17-9-97	6·75			
	3-11-97	6·65			
Bogoola to Shibnibash	17-11-98	0·75			
	29-11-09	0·15			
Shibnibash to Dursuna	17-9-97	9·50			
Dursuna to Poradaha	7-8-97	27·58			
	27-11-09	0·24			
Canal Junction to Chitpore	13-4-88	1·88			
Kakurgachi to Gobra	1-2-07	2·26			
Sealdah to Ballygunge	20-10-88	3·50			
	19-9-90	0·36			
Ballygunge to Majherat	20-11-93	4·00			
Total double line	...	...	94·18		
QUADRUPLE LINE, EASTERN SECTION—					
Kakurgachi to Dum Dum	1-2-07	3·13			
Dum Dum to Barrackpore	12-12-12	10·30			
Barrackpore to Kankinara	21-11-12	7·25	20·68		

Details of construction—

Permanent-way.—The whole of the 5′ 6″ gauge section, excepting a few short branches near Ghat stations at Goalundo and Damukdia which are still laid with old iron permanent-way, is laid with steel rails throughout.

The Eastern section is laid with 90-lb. flat-footed steel rails on wooden sleepers between Dum Dum Junction and Kakurgachi, on the newly opened double track, between Pattipukur and Chitpore, Poradaha and Bhairamara, Panchuria and Faridpur, mile 130¾ and 137 of Rajbari branch, and between Naihati and Poradaha, on both the up and down tracks, excepting a few short lengths where cast iron sleepers have been used, with 85-lb. bull-headed steel rails on Denham and Olphert's cast iron sleepers with wooden sleepers and continuous joint pattern combined fish plates

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

and chairs between Calcutta and Naihati, on the original double track, and between Kakurgachi and Tiljala; with 75-lb. flat-footed steel rails, new pattern, on wooden sleepers beetween Ranaghat and Lalgola ghat; with 75-lb. double-headed steel rails on Denham and Olphert's cast iron sleepers between Canal Junction and Chitpore, Poradaha and Goalundo, including the Kushtia branch, excepting the line between mile 13¾ to 137; and with second hand 62-lb. flat-footed steel rails on wooden sleepers between Ranaghat and Churni.

The Central section is laid with 90-lb. flat-footed steel rails on woodern sleepers between Dum Dum Junction and Khoolna, Dum Dum Junction and Pattipooker and Bongong and Ranaghat.

The Southern section is laid with 85-lb. bull-headed steel rails on Denham and Olphert's cast iron sleepers with wooden sleepers and cast iron chairs with wooden keys at joints between Tiljala and Majherat, on the double track; and with 75-lb. double-headed steel rails on Denham and Olphert's cast iron sleepers between Beliaghata and Tiljala, and Ballygunge and Diamond Harbour, and on wooden sleepers between Sonarpur and Canning.

Ballast.—The main line is ballasted generally with brick ballast. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone. The ballast on the lengths relaid with 90-lb. rails is also being gradually replaced with stone. The bottom ballast on the Murshidabad branch is brick and the ballasting is being completed with stone. The Canning line and the Faridpur branch are practically unballasted.

Fencing.—The whole of the Eastern section is fenced, except between Pachooria Junction and Goalundo, and the Faridpur branch. The Southern section is fenced except the Canning branch. The Central section is fenced throughout.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient over approaches to bridges on navigable channels is 1 in 300; elsewhere it is 1 in 1,000.

Contracts.—

Nil. The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1888 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.								TABLE II.	
	INCLUDES THE EASTERN BENGAL RAILWAY 3′ 3½″ AND 2′ 6″ GAUGE SECTIONS, 3 (*b*).									
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888	673·21	9,36,43,486	1,05,19,210	55,25,424	5·90	28,83,744	20,11,011	+ 6,30,669	283	47·47
1889	746·40	9,73,16,143	1,11,76,674	61,91,625	6·36	30,18,703	20,43,953	+11,28,969	282	44·60
1890	763·90	10,04,93,109	1,14,78,382	60,70,323	6·04	30,96,150	18,14,110	+11,60,063	271	47·12
1891	776·57	10,19,64,737	1,26,75,440	65,32,100	6·40	32,01,166	19,48,198	+13,82,736	294	48·47
1892	812·35	10,48,66,143	1,15,56,446	62,38,727	5·94	33,53,707	21,86,396	+ 6,93,624	270	46·06
1893	812·71	10,56,47,715	1,20,51,147	66,35,138	6·28	33,88,241	22,14,254	+10,32,643	283	44·94
1894	812·96	10,61,71,400	1,40,15,726	83,58,559	7·87	34,72,411	25,21,063	+23,60,085	314	40·40
1895	813·65	10,76,16,616	1,45,09,739	89,74,474	8·34	35,12,105	25,10,875	+29,51,494	328	38·15
1896	814·39	11,02,05,096	1,50,81,670	90,02,286	8·17	35,15,387	23,46,898	+31,40,001	344	40·31
1897	817·88	11,51,93,689	1,47,62,233	80,66,903	7·00	37,20,343	22,13,438	+21,33,212	336	45·35
1898	827·37	11,82,79,103	1,47,17,879	83,35,054	7·05	38,62,725	21,01,651	+23,70,688	334	43·37
1899	832·18	12,20,74,261	1,56,12,436	83,01,088	6·80	39,79,133	20,83,534	+22,38,416	343	46·83
1900	843·04	12,62,77,100	1,71,09,460	92,46,424	7·32	41,82,033	20,87,252	+29,77,139	376	45·93
1901	854·39	13,24,19,708	1,65,99,440	93,08,281	6·27	43,55,321	20,93,467	+18,59,493	360	43·95
1902	898·18	14,04,06,863	1,78,93,098	91,48,340	6·52	46,69,423	20,88,413	+23,90,504	381	48·87
1903	897·87	15,21,86,102	1,81,52,429	88,57,094	5·82	50,13,335	20,87,434	+17,56,325	375	51·20
1904	971·31	16,55,23,769	1,94,68,098	88,22,872	5·33	54,62,375	20,87,434	+12,89,966	374	54·67
1905	1,334·98	19,08,88,052	2,03,73,194	96,19,904	5·04	59,23,924	20,87,434	+16,08,546	348	52·78
1906	1,271·29	20,23,66,593	2,46,31,081	1,06,08,661	5·24	63,54,092	20,87,434	+16,67,135	360	56·93
1907	1,273·61	21,54,21,452	2,65,68,569	1,03,15,781	4·79	68,94,610	20,87,434	+16,33,737	389	61·17
1908	1,274·47	22,87,26,095	2,73,15,420	81,99,105	3·58	70,30,092	20,87,434	—9,18,421	412	69·98
1909	1,503·09	24,27,44,601	2,77,24,064	97,10,666	4·00	73,15,941	20,87,434	+ 3,07,291	355	64·97
1910	1,507·73	25,55,91,026	2,83,74,562	1,16,98,287	4·58	75,34,551	20,87,434	+20,76,272	366	58·77
1911	1,509·62	27,11,51,904	3,15,19,683	1,17,55,283	4·33	79,48,531	20,87,434	+17,19,268	402	62·70
1912	1,569·83	29,00,69,252	3,43,38,589	1,39,40,687	4·81	79,85,668	20,87,434	+38,67,590	429	59·40

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*b*) Eastern Bengal railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Sara to Siliguri—					
Sara to Atrai	19-1-78	38·75			
Atrai to Jalpaiguri	28-8-77	134·25			
Jalpaiguri to Siliguri	10-6-78	23·85			
			196·85		
Manihari Ghat to Gauhati—					
Manihari Ghat to Katihar	1-4-87	21·42			
Junction with the Bengal and North-Western railway at Katihar.	8-8-01	0·69			
Katihar to Rayganj	1-7-89	37·49			
Rayganj to Dinagepore	15-2-88	32·68			
Dinagepore to Chirir Bandar	16-5-84	8·75			
Chirir Bandar to Parbatipur Junction	1-7-83	10·01			
Parbatipur Junction to Shampur	19-5-78	15·74			
Shampur to Rungpore	2-7-78	7·50			
Rungpore to Kaunia	1-6-79	11·25			
*Kaunia to Mog lhat (including Teesta Bridge)	1-4-01	16·92			*The line between Teesta Junction and Mogalhat was originally opened on the 2′ 6″ gauge as a part of the Kaunia-Dharlla (2′ 6″ gauge) branch on 6th February 1882.
Mogalhat to Gitaldaha Junction	2-1-02	1·86			
Gitaldaha to Golakganj	23-9-02	24·91			
Golakganj to Kokrajhar	1-2-06	35·75			
Kokrajhar to Sorbhog	1-3-09	39·73			
Sorbhog to Amingaon (on the right bank of the Brahmaputra).	1-4-09	67·27			
Pandu (on the left bank of the Brahmaputra) to Gauhati.	1-1-10	5·00			
			336·97		
Loop Line—					
Santahar to Bogra	1-4-99	24·50			
Bogra to Mohimaganj	5-4-00	22·02			
Mohimaganj to Bonarpara	1-8-00	4·60			
Bonarpara to Kaunia	1-7-05	44·47			
			95·59		
Branches and extensions—					
Kosi branch—					
Katihar to Kasba	1-4-87	22·10			
Kasba to Forbesganj	1-7-89	37·97			
Forbesganj to Jogbani	15-2-09	7·40			
			67·47		
Godagari extension—					
Katihar to Godagari	1-1-09	104·86			
			104·86		
Kissengunge branch—					
Barsoi to Kissengunge	15-12-92	35·11			
			35·11		
Total carried over	...	...	...	836·85	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (*b*) Eastern Bengal railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . .	...	...	...	836·85	* This line was originally on the 2′ 6″ gauge, but was converted to, and opened on, the 3′ 3⅜″ gauge up to Raja Bhatkhawa from 13th April 1910 and up to Jainti from 1st May 1910.
* *Santrabari extension of the Cooch Behar railway (British section)*—					
South bank of Kaljani river to Alipur Duar .	18-1-00	0·64			
Alipur Duar to Raja Bhat Khawa . . .	5-4-00	9·97			
Raja Bhat Khawa to Jainti	1-2-01	9·18			
			19·79		
Dhubri branch—					
Golakganj to Dhubri	23-9-02	13·60			
			13·60		
Fulchhari branch—					
Bonarpara to Fulchhari	1-9-00	8·25			
			8·25		
Dalsingpara extension—					
Raja Bhat Khawa to Kalchini	1-4-12	7·34			
			7·34		
Tangla extension—					
Rangiya to Tangla	1-3-12	24·32			
			24·32		
Dacca section—					
Main line—					
Narayanganj to Dacca	4-1-85	10·25			
Dacca to Jaydebpur	1-8-85	20·10			
Jaydebpur to Gafargaon	1-8-85	32·50			
Gafargaon to Mymensingh	1-8-85	23·52			
			86·37		
Branches—					
Fulchhari extension—					
Singhjani to Fulchhari	18-8-12	26·21			
			26·21		
				185·88	
TOTAL LENGTH OPEN .	...	...	...	1,022·73	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Kalchini to Dalsingpara (sanctioned on 12th October 1911.)	...	10·18	10·18		
				10·18	
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	1,032·91	

Details of construction—

Permanent-way.—The permanent-way on the whole of the 3′ 3⅜″ gauge section consists of 50-lb. flat-footed steel rails on wooden sleepers, with the following exceptions :—

Manihari Ghat to Katihar, Purneah to Jogbani, Golakganj to Dhubri, the Santrabari extension of the Cooch Behar railway (British section) and Singhjani-Bahadurabad section of the Singhjani-Fulchhari extension which are laid with 41¼-lb. flat-footed steel rails on wooden sleepers; the section from Narayanganj to Mymensingh where it is of second hand 64-lb. double-headed steel rails for about 9 miles and second hand 62-lb. flat-footed steel rails for the remainder, except a small portion in certain station yards which are still laid with 41¼-lb. flat-footed steel rails; and the Rangiya-Tangla extension and the line from Raja Bhat Khawa to Kalchini which are laid with second hand 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The whole of the line, except the portions from Golakganj Junction to Dhubri, Forbesganj to Jogbani, Rangiya to Tangla, Raja Bhat Khawa to Kalchini and Singhjani to Fulchhari is ballasted or shortly to be ballasted. The ballast is brick, stone or shingle.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. EASTERN BENGAL RAILWAY SYSTEM—*contd.*

3 (*b*) Eastern Bengal railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Fencing.—The whole of the 3′ 3⅜″ gauge lines are fenced, except the sections Santahar to Kaunia, Bonarpara to Fulchhari, Barsoi to Kissengunge, Forbesgunj to Jogbani, Golakganj to Dhubri, the Santrabari extension of the Cooch Behar railway (British section), Rangiya to Tangla, Raja Bhat Khawa to Dalsingpara and Dacca to Mymensingh, the Gauhati extension and the Singhjani-Fulchhari extension. On the unfenced sections the station yards are usually fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient on the 3′ 3⅜″ gauge section is 1 in 200 which occurs at the approaches of large bridges and fairly frequently and for long lengths on the Gauhati extension where there are also short lengths of 1 in 100 and 1 in 128 between Pandu station and Gauhati. On the British section of the Santrabari extension of the Cooch Behar railway and the section from Raja Bhat Khawa to Kalchini the ruling gradients on the last few miles near the hills are 1 in 100, and 1 in 150, respectively, but there is a small length of 1 in 50 between Buxa Road and Jainti.

Contracts—

As noted under 3 (*a*), Eastern Bengal railway (5′ 6″ gauge).

Statistics of working—

Included with 5′ 6″ gauge section, 3 (*a*).

3 (*b*) Eastern Bengal railway (2′ 6″ gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2′ 6″ gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharlla branch. The line from Teesta Junction to Mogalhat has been converted to the 3′ 3⅜″ gauge and now forms part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ranaghat-Krishnagar branch—			
Aistala Ghat (right bank of the Churni river) near Ranaghat to Krishnagar	5-4-99	20·25	
Teesta-Kurigram branch—			
Teesta Junction to Kurigram	18-7-81	15·99	
			35·24

Details of construction—

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25 lbs. per yard; the sleepers are pynkado and sâl.

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted and the Teesta-Kurigram branch is not ballasted.

Fencing.—No lines on the 2′ 6″ gauge are fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200.

Contracts—

As noted under 3 (*a*), Eastern Bengal railway (5′ 6″ gauge).

Statistics of working.—

Included with 5′ 6″ gauge section, 3 (*a*).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (*c*) Cooch Behar railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Gitaldaha to Manshahi Junction	15-9-98	18·31			This line was originally on the 2′ 6″ gauge, but was converted to, and opened on, the 3′ 3⅜″ gauge up to Cooch Behar from 14th February 1910 and up to the end of the Native State section from 1st May 1910.
Manshahi Junction to the town of Cooch Behar .	15-12-98	3·22			
Torsa Bridge	16-5-00	0·11			
			21·64		
Cooch Behar-Santrabari extension (Native State section)—					
Cooch Behar to temporary Alipur Duar (Kholta)	15-4-99	10·96			
Temporary Alipur Duar (Kholta) to the South Bank of the Kaljani River.	18-1-00	0·49			
			11·45		
				33·09	

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 41½ lbs. per yard, laid on sál sleepers.

Ballast.—The line is laid without ballast, but arrangements are being made to ballast it.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 25th February 1907, having effect from the 1st January 1907, *between the Secretary of State and His Highness the Maharaja of Cooch Behar*, as to the management, maintenance and working of the Cooch Behar railway by the Eastern Bengal railway.

Main provisions of agreement—

(i) *Land.*— } The railway is the property of the Cooch Behar Durbar, which provides all
(ii) *Government aid.*— } funds not contemplated in clause 2 of the agreement required for the completion and equipment of the line from time to time, and it is managed, maintained and worked by the agency of the Eastern Bengal railway.

(iii) *Terms of working.*— } For management, maintenance and working, the Eastern Bengal railway
(iv) *Distribution of profits.*— } retains 40 per cent of the gross earnings: provided that when the stock of the Eastern Bengal railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal railway retains up to, but not exceeding, 45 per cent of the gross earnings obtained from the use of such stock. The remainder, being the net earnings of the Branch, is paid over to the Durbar.

(v) *Rates and fares.*—The Administration of the Eastern Bengal railway has full control over the rates and fares on the Cooch Behar railway, subject to the maxima and minima prescribed by the Government of India in schedule A appended to the agreement (certain station to station rates applicable after the opening of the Dharlla bridge are prescribed in schedule B to the agreement).

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—Mails are conveyed in accordance with rules in force on State railways. There is no special provision in the agreement for the carriage of troops, high Government officials and Government stores.

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Government to determine agreement.*— } Terminable on the expiry of six
(viii) *Power of the Cooch Behar Durbar to determine agreement.*— } months' notice from either side.

(ix) *Term of agreement.*—Until determined under (vii) and (viii).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (*c*) Cooch Behar railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1903 will be found in appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	REMARKS.
1	2	3	4	5	6	1	2	3
	Miles.	Rs.	Rs.	Rs.		Rs.		
1903 . .	33·60	14,91,329	1,42,540	88,334	5·62	82	41·19	*The increase in 1906 and 1907, and the decrease in 1909, are chiefly due to the cost of repairs of damages caused by floods in 1906, which were originally debited to Revenue in 1906 and 1907, having been written back to capital in 1909. † The increase is due chiefly to the debit to Revenue of the cost of repairs of flood damages.
1904 . .	33·60	14,71,331	1,47,575	86,996	5·91	84	41·05	
1905 . .	33·60	14,82,893	1,48,488	86,233	5·82	85	41·20	
1906 . .	33·60	14,87,786	1,68,754	77,815	5·23	97	53·89*	
1907 . .	33·60	15,20,857	1,79,263	91,484	6·01	103	48·97*	
1908 . .	33·60	15,17,033	1,96,254	1,14,833	7·57	112	41·48	
1909 . .	33·60	17,71,553	1,91,077	1,39,144	7·85	109	27·17*	
1910 . .	33·27	20,45,637	2,03,510	1,08,039	5·28	118	46·91†	
1911 . .	33·09	19,08,477	2,61,711	1,18,360	6·20	152	45·23	
1912 . .	33·09	19,30,869	2,71,097	1,46,019	7·56	157	46·13	

3 (*d*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)—

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal railway at Goalundo by the India General Navigation and Railway and River Steam Navigation Companies' steamer services. The new Singhjani-Fulchhari extension, starting at Singhjani, a station on this line, links it with the Northern section of the Eastern Bengal railway at Fulchhari.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mymensingh to Singhjani	15-10-98	33·32	
Singhjani to Jagannathganj	15-10-99	21·90	
			55·22

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,685 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Agreements and contract—

Agreement, dated the 6th January 1897 (called the preliminary agreement) } *between the Secretary of State and the India General Steam Navigation Company* (called the Old Company), as to the construction, management, maintenance and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.
Contract, dated the 6th January 1897 (called the scheduled contract), }

Agreement, dated the 3rd October 1899, (supplemental to the preliminary agreement and scheduled contract of 1897), *between the India General Steam Navigation Company* (called the Old Company) and Messrs. W. H. Cheetham, C. C. Kilburn, and A. Pointon, merchants, the liquidators thereof, *the India General Navigation and Railway Company* (called the New Company), *and the Secretary of State*, as to the substitution, as from the 1st July 1899, of the New Company for the Old Company as a party to the preliminary agreement and the scheduled contract, respectively, and for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway Head Office from Calcutta to London.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$ **EASTERN BENGAL RAILWAY SYSTEM**—*concld.*

3 (*d*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreements and contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—For the more convenient and economical construction of the railway its execution was undertaken by the Government, who also stock, manage, maintain and work it through the agency of the Eastern Bengal railway. The Government agrees to allow the Company, in respect of each calendar year, by way of rebate, such a sum not exceeding in any year the net earnings from traffic interchanged between the Eastern Bengal railway system and the Company's railway only, as shall together with the Company's net earnings for the year, make up 3½ per cent. per annum, on the actual capital expenditure on the branch, (Mymensingh is to be considered a station on the Eastern Bengal railway system, and cross traffic passing over the Company's line when booked through between stations on the Dacca-Mymensingh section and other stations on the Eastern Bengal railway is not to be taken into account in calculating rebate.)

(iii) *Terms of working.*— } For management, maintenance, working and the use of rolling-stock,
(iv) *Distribution of profits.*— } the Eastern Bengal railway retains 45 per cent. of the gross earnings of the branch; the remainder, being the net earnings, is paid over to the Company.

(v) *Rates and fares.*—To be arranged between the Government and the working agency, subject to the condition that they are to be within the maxima and minima, and that the classification of goods is to be in conformity with that in force on the Eastern Bengal railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } Not specified.
(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vii) *Power of the Government to determine contract.*—Government may determine the contract on 12 months' notice either on—

(*a*) the 31st December 1919, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the amount of the average yearly net earnings, not including rebate payments, derived by the Company from the branch railway during the three years immediately preceding the time at which the contract is determined, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such total capital expenditure; or

(*b*) on the 31st December 1948, in which case the Government undertake to pay to the Company a sum equal to the total capital expenditure in rupees.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Until determined under (vii).

Statistics of working—

	Table I.								Table II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Eastern Bengal railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	1	2	3
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1898	33·07	10,44,638	7,660	4,213	0·40	...	4,213	0·40	27	45·00	
1899	53·37	16,11,248	66,499	36,575	2·27	...	36,575	2·27	35	45·00	
1900	53·37	18,78,395	1,62,028	89,116	4·74	...	89,116	4·74	58	45·00	
1901	53·37	20,84,346	1,67,756	92,265	4·43	...	92,265	4·43	60	45·00	
1902	53·14	22,85,677	2,05,251	1,12,888	4·94	...	1,12,888	4·94	74	45·00	*The increase is due to the addition of charges for expenditure incurred on terminals at Jagannathganj with those for working by the Eastern Bengal railway.
1903	52·70	23,23,917	2,22,825	1,19,573	5·13	...	1,19,573	5·13	82	*46·34	
1904	51·37	22,51,113	2,21,163	1,18,336	5·03	...	1,18,336	5·03	81	*46·49	
1905	50·69	23,88,029	2,16,642	1,18,748	4·98	...	1,18,748	4·98	81	*45·19	
1906	53·22	24,15,248	2,72,929	1,50,030	6·21	...	1,50,030	6·21	103	*45·03	
1907	53·90	24,34,018	3,31,673	1,82,402	7·50	...	1,82,402	7·50	122	45·00	
1908	53·91	24,50,870	3,94,866	2,17,176	8·86	...	2,17,176	8·86	141	45·00	
1909	54·55	24,84,174	3,80,917	2,09,504	8·43	...	2,09,504	8·43	134	45·00	
1910	55·51	25,31,451	3,78,228	2,08,025	8·22	...	2,08,025	8·22	133	45·00	
1911	55·22	25,72,135	3,96,262	2,17,944	8·47	...	2,17,944	8·47	137	45·00	
1912	55·22	26,27,077	3,96,790	2,18,235	8·31	...	2,18,235	8·31	138	45·00	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.
Secretary.—Charles W. Young, Esq.
Offices.—28-30, Nicholas Lane, London, E. C.

Lines comprised in the system.—The East Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) East Indian railway { (5′ 6″ gauge) 2,326·97 miles; (3′ 3¾″ gauge) 4·12 miles }	2,331·09	84·70	2,415·79
(*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)	192·12	...	192·12
(*c*) South Bihar railway (5′ 6″ gauge)	79·19	...	79·19
(*d*) Tarkessur railway (5′ 6″ gauge)	22·21	...	22·21
Total	2,624·61	84·70	2,709·31

Running powers—

Home line over Foreign lines :—

	Miles.
Idgah Agra to Agra Fort, Bombay, Baroda and Central India (3′ 3¾″ gauge) railway, for goods trains only	1·24
Naihati to Majherat, Eastern Bengal railway } for goods trains only	31·25
Canal Junction to Chitpore „ „ „ } for goods trains only	1·75
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand railway, for certain passenger trains only	10·00
Idgah Agra to Agra Cantonment, Great Indian Peninsula railway, for goods trains only	1·46
Total	45·70

Foreign lines over Home line :—

Bengal-Nagpur railway at Katni } for passenger and goods trains	0·30
„ „ „ at Katrasgarh } for passenger and goods trains	0·66
„ „ „ at Asansol } for passenger and goods trains	0·50
„ „ „ at Howrah, for passenger trains only	1·00
Great Indian Peninsula railway at Cawnpore, for passenger trains 0·97 mile and for goods trains 0·52 mile	1·49
„ „ „ at Katni, for goods trains only	0·38
„ „ „ at Manikpur } for passenger and goods trains.	0·63
North-Western and Oudh and Rohilkhand railways, Ghaziabad to Delhi } ...	13·00
Total	17·96

4 (*a*) East Indian railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Howrah to Hooghly	15-8-54	23·28		
Hooghly to Pundooah	1-9-54	14·31		
Pundooah to Khana Junction	3-2-55	36·94		
Khana Junction to Raneegunge	3-2-55	45·71		
Raneegunge to Siarsol (near Asansol)	21-7-63	1·70		
Siarsol (near Asansol) to Sitarampur	1-1-65	15·15		
Sitarampur to Luckeeserai Junction	1-1-71	125·82		
Luckeeserai to Dinapore	17-11-62	62·42		
Dinapore to Moghal Sarai	22-12-62	125·92		
Moghal Sarai to Mirzapur	1-1-64	39·28		
Mirzapur to South Bank, Jumna	4-4-64	52·64		
Jumna Bridge to Allahabad	15-8-65	2·75		
Allahabad to Cawnpore	3-3-59	119·47		
Cawnpore to Etawah	1-7-61	80·46		
Etawah to Shikohabad	13-11-61	34·39		
Shikohabad to Tundla Junction	1-4-62	22·92		
Tundla Junction to Aligarh	1-2-63	48·56		
Aligarh to Chola (Bulandshahr Road)	1-4-64	35·54		
Chola to Delhi (South Bank, Jumna)	1-8-64	41·27		
Delhi Terminus	1-1-67	1·78		
			956·26	
Loop line—				
Khana Junction to River Adjai	3-10-58	19·00		
River Adjai to Sainthia	3-9-59	25·12		
Sainthia to Tinpahar	15-10-60	76·12		
Tinpahar to Bhagalpur	1-11-61	69·15		
Bhagalpur to Jamalpur	10-2-62	33·03		
Jamalpur to Kiul	17-11-62	28·00		
			250·42	
Grand Chord—				
Sitarampur to Barakar	1-1-65	5·43		
Barakar to Dhanbaid	20-5-94	25·75		
Dhanbaid to Paharpur	1-1-07	103·69		
Paharpur to Manpur	15-8-06	17·42		
Gya to Moghal Sarai	1-8-09	126·11		
			278·40	
Branches—				
Bhadreswar branch—				
Bhadreswar Junction to the river bank	6-12-82	2·60		
			2·60	
Carried over	...	...	...	1,487·68

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (a) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...	...	1,487·68
Hooghly bridge branch—				
Hooghly Junction to Naihati	15-3-87	4·47	4·47	
Ondal loop—				
Ondal to Baboisole	1-5-61	2·08		
Baboisole to Mangalpur	1-1-63	2·74		
Mangalpur to Toposi	2-2-63	2·65		
Toposi to Ikrah Junction	15-4-94	2·42		
Ikrah Junction to Gaurangdi	1-6-95	14·16		
Gaurangdi to Rupnarainpur	30-3-95	7·54	31·54	
Ikrah branch—				
Ikrah Junction to Barabani	15-4-94	8·40		
Barabani to Sitarampur	15-4-02	6·98	15·38	
Katras branch—				
Dhanbaid to Katrasgarh	20-5-94	9·11	9·11	
Salanpur branch—				
Salanpur to Shamdi	7-9-94	4·29		
	1-1-97	1·24	5·53	
Chanch branch—				
Chanch block hut to mile 197·30	1-2-93	2·83		
	5-8-96	1·00	3·83	
Barabani extension—				
Toposi to Barabani	15-6-08	3·79	3·79	
Ondal-Sainthia Chord—				
Ondal to Sainthia	1-1-07	42·94	42·94	
Shikohabad-Farukhabad branch—				
Shikohabad to Mainpuri	1-3-05	29·71		
Mainpuri to Bhongaon	17-8-05	8·63		
Bhongaon to Farukhabad	1-1-06	27·06	65·40	
Hapur branch—				
Khurja to Hapur	15-4-07	38·87	38·87	
Pandra branch—				
From Pandra block hut to mile 151·41 on Pandra branch	26-11-00	2·66	2·66	
Damuda branch—				
Kusunda station to the Damoodur river	30-6-95	8·00		
	15-7-96	1·77	9·77	
Giridih branch—				
Madhupur Junction to Giridih	1-1-71	26·70	26·70	
Colliery lines—				
Katras-Khanoodih extension—				
Katrasgarh to Khanoodih	7-8-03	7·17		
Dhanbaid-Jharia Chord—				
Dhanbaid to Jharia	1-5-03	3·75		
Katras-Mulkera cross connection—				
Northern half of connection	15-8-03	0·66		
Kusunda-Tetulmari extension (including portion of Chandur branch).	20-4-07	3·15	11·58	
			3·15	
Mokameh Ghât branch—				
Tal Junction to Mokameh Junction *vid* Mokameh Ghât	1-5-83	3·70	3·70	
Patna-Gya branch—				
Bankipore Junction to Bankipore	2-6-79	0·25		
Bankipore to Jehanabad	21-4-79	28·95		
Jehanabad to Gya	2-6-79	28·48	57·68	
Barun-Daltonganj branch—				
Sone East Bank (Barun) to Rajhara	3-5-02	67·30		
Rajhara to Daltonganj	15-12-02	10·72	78·02	
Carried over	...	...	...	414·17
				1,901·85

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward .	...	...	...	1,901·85	
Digha Ghât branch—					
Bankipore Junction to Digha Ghât .	2-4-85	5·53	5·53		
Tarighat branch—					
Dildarnagar Junction to Tarighat .	5-10-80	12·00	12·00		
Patna Ghât branch—					
Patna to Patna Ghât . . .	17-11-62	0·87	0·87		
Benares chord—					
Dihwa Block hut to Bechupur (Oudh and Rohilkhand railway.)	14-5-10	1·18	1·18		
Jubbulpore branch—					
Naini Junction to Jubbulpore . .	1-8-67	224·49	224·49		
Allahabad Fort branch	3-3-59	2·33	2·33		
Cawnpore city branch	15-2-79	0·88	0·88		
Agra branch—					
Tundla Junction to Jumna bridge .	1-4-62	13·35			
Jumna bridge to Agra city (Agra direct access)	1-1-08	1·64	14·99		
Hathras city branch	1-11-98	5·58	5·58		
Branches on the loop line—					
Azimganj branch—					
Nalhati to Azimganj . . .	15-7-92	27·23	27·23		
Rajmehal branch—					
Tinpahar Junction to Rajmehal .	15-10-69	7·00	7·00		
Sakrigali branch—					
Sakrigali Junction to the river Ganges	1-1-94	1·45	1·45		
Mirza Chowki branch—					
Mirza Chowki to river side . .	1-3-09	0·33	0·33		
Maharajpur branch	30-11-98	1·40	1·40		
Sultangunge branch	6-5-95	1·16	1·16		
Dhulian branch—					
Barharwa to Dhulian Ganges . .	19-1-11	16·72	16·72		
Monghyr branch—					
Jamalpur Junction to Monghyr .	10-4-62	5·68	5·68		
Bausi branch—					
Bhagalpur to Mandar Hill . .	1-10-11	31·55	31·55		
Katwa branch—					
Bandel Junction to Nabadwip . .	1-4-12	41·00			
Nabadwip to Katwa	15-5-12	23·75	64·75		
Deoghur branch (3′ 3¾″ gauge)—					
Baidyanath Junction to Deoghur .	23-12-82	4·12	4·12		
				429·24	
TOTAL OPEN MILEAGE.	...	...	...	2,331·09	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Dhulian Ganges to Katwa (sanctioned on 5th March 1906)	...	34·70	34·70		
				34·70	
GRAND TOTAL, EAST INDIAN RAILWAY	...	...	...	2,415·79	
DOUBLE LINE—					
On the main line—					
Lillooah to Uttarpara . . .	10-3-57	3·07			
Seoraphuli to Chandernagore . .	1-2-58	6·09			
Chandernagore to Hooghly . .	1-5-58	3·11			
Hooghly to Magra . . .	1-10-58	5·49			
Magra to Pundooah . . .	25-2-59	8·83			
Pundooah to Burdwan . . .	1-10-59	*26·44			* Excluding the triple length.
Burdwan to Khana . . .	1-1-59	8·22			
Khana to Durgapur . . .	1-6-70	31·35			
Durgapur to Raneegunge . .	2-9-70	14·86			
Raneegunge to Sitarampur . .	19-12-70	*5·55			
Sitarampur to Luckeeserai . .	1-1-71	123·46			
Luckeeserai to Burhee . . .	22-6-60	9·82			
			246·38		
Carried over .	...	...	246·38		

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	246·38		
DOUBLE LINE—*concld.*					
On the main line—concld.					
Burhee to Barh	22-2-68	27·16			
Barh to Futwah	11-1-68	25·87			
Futwah to Dinapore	20-3-67	19·63			
Dinapore to Bihta	13-8-68	10·93			
Bihta to Arrah	28-3-70	13·50			
Arrah to Buxar	13-8-68	42·67			
Buxar to Dildarnagar	15-4-82	22·46			
Dildarnagar to Zamania	20-5-82	8·59			
Zamania to Sakaldiha	20-9-82	16·28			
Sakaldiha to Moghal Sarai	10-8-82	11·49			
Moghal Sarai to Ahraura Road	10-8-07	7·92			
Ahraura Road to Kylahat	8-12-06	4·95			
Kylahat to Chunar	29-12-08	5·22			
Chunar to Dagmagpur	19-2-09	4·91			
Dagmagpur to Pahara	27-2-09	4·91			
Pahara to Jhingura	16-1-08	4·61			
Jhingura to Mirzapur	6-8-07	6·76			
Mirzapur to Bindhachal	6-7-11	3·86			
Bindhachal to Birohe	12-7-11	2·54			
Birohe to Gaipura	26-9-11	3·95			
Gaipura to Jigna	10-10-11	4·09			
Jigna to Mandah Road	16-11-11	4·47			
Mandah Road to Unchdih	30-11-11	4·44			
Unchdih to Meja Road	23-11-11	4·56			
Meja Road to Tonse bridge	26-10-11	2·83			
Tonse bridge to Bheerpur	10-4-11	4·67			
Bheerpur to Karchana	9-4-11	6·00			
Karchana to Chheoki	6-9-09	5·81			
Chheoki to Naini	31-1-07	1·25			
Naini to Allahabad	15-1-06	3·86			
Allahabad to Subadargange	27-1-09	3·50			
Ghaziabad to Shahdara	20-2-02	8·13			
Shahdara to east side of Jumna bridge near Delhi	1-7-02	2·57			
			304·33		
On the branches—					
Hooghly bridge branch	15-3-87 1-7-04	4·47			
Sitarampur to Barakar	6-3-01	8·39			
Portion of Jharia branch	1-1-04 26-9-12	0·17 1·45			
Chanch to Mugma	29-9-05	3·78			
Mugma to Futka	29-1-06	3·16			
Futka to Kaloobathan	17-1-06	5·00			
Kaloobathan to Chhota Ambona	21-3-06	3·38			
Chhota Ambona to Pradhankhunta	17-10-05	3·68			
Pradhankhunta to Dhanbaid	20-8-06 1-7-06	2·76 2·04			
Gurpa to Gujhandi (on the Gya-Katrasgarh line).	11-8-07	13·62			
			51·90		
Total double line	...	...	...	602·61	
TRIPLE LINE—					
Uttarpara to Seoraphuli	3-6-12	7·55			
Debipur to Boinchee	1-1-08	2·29			
Raneegunge to Asansol	22-7-07	11·30			
			21·14		
QUADRUPLE LINE—					
Bengal-Nagpur Railway Junction cabin to Lillooah	1-1-07	2·08			
			2·08		
SEXTUPLE LINE—					
Howrah Station to Bengal-Nagpur Railway Junction cabin	1-1-08	0·85			
			0·85		
				21·14	
				2·08	
				0·85	

Details of construction—

Permanent-way.—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana Junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Barun-Daltonganj branch, Agra branch, Shikohabad-Farukhabad, Dhulian and Bausi branches are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both the up and down roads of the main line from Howrah to Allahabad, a distance of about 564 miles, the rails are 85-lb. bull-headed with the exception of a few short lengths aggregating 16 miles which are still laid with 75-lb. double-headed rails, but these sections are gradually being relaid with the heavier rails.

The down lines between Howrah and Baidyabati, Chandernagore and Debipur, Bagila and Talit, Karowta and Moghal Sarai and Cawnpore and Bhanpur, and up lines between Gidhaur and Mananpur, and Bukhtiarpore and Moghal Sarai and both up and down lines of the Naihati branch are laid with 88½-lb. bull-headed steel rails.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Details of construction—*concld.*

Above Allahabad the main line up to Fatehpur (mile 636) is laid with 85-lb. bull-headed rails and the rest of the main line and branches are laid with 75-lb. double-headed rails.

The Grand Chord line is laid with 85-lb. rails from Sitarampore to Gurpa, with 88½-lb. rails from Gurpa to mile 287 near Maupur, and the remainder with 75-lb. double-headed rails.

The Deoghur branch (3′ 3⅜″ gauge) is laid with 30-lb. flat-footed rails.

As at present laid, about thirty per cent of the sleepers are wood and the remainder are iron. The wooden sleepers principally consist of sâl and deodar; but of late jarrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham-Olpherts' pattern and weigh about 252 lbs. each.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout, except on the Damoodur, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Barun-Daltonganj, Shikohabad-Farukhabad, Hooghly-Katwa, Bhagalpur-Bausi and Deoghur branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia chords.

Curves.—The sharpest curve is of 1,000 feet radius and situate between Agra (Jumna East Bank) and Belanganj.

Gradients.—The ruling gradient on the main line and the Dhulian branch is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord, 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient on the Hooghly-Katwa branch is 1 in 500, on the Shikohabad-Farukhabad branch, 1 in 400, on the Daltanganj branch, 1 in 333, on the Patna-Gya and Digha Ghat branches, 1 in 250, on the Loop line, the Monghyr branch, the Ondal-Sainthia Chord, the Bhagalpur-Bausi branch, the Khurja Hapur branch and the Jubbulpore branch, 1 in 200, on the Azimganj branch, 1 in 100, and on the Deoghur branch 1 in 50.

Contracts and agreement—

Contract, dated the 22nd December 1879 (called the principal contract) *between the Secretary of State and the East Indian Railway Company*, as to the maintenance, management and working of the undertaking.

Agreement, dated the 27th July 1882, *between the Secretary of State and the East Indian Railway Company*, as to the working of the Kurburbaree and Serampore collieries.

Contract, dated the 10th November 1893 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the incorporation in the undertaking of certain State branch lines.

Contract, dated the 26th February 1896 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the raising of capital by debentures.

Contract, dated the 22nd November 1897 (supplemental to the contracts of 1879 and 1896), *between the Secretary of State and the East Indian Railway Company*, as to the construction and working of the Mogbal Sarai-Gya railway.

Contract, dated the 4th April 1899 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the creation of debenture stock.

Contract, dated the 14th November 1899 (modifying the contract of the 22nd December 1879 as supplemented by the contracts of 1896, and 1899), *between the Secretary of State and the East Indian Railway Company.*

Contract, dated the 16th April 1903 (supplemental to the contracts of 1899, and to those of 1879, 1896 and 1899 therein referred to), *between the Secretary of State and the East Indian Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Contract, dated the 10th July 1907 (supplemental to the contracts of 1879, 1899 and 1903), *between the Secretary of State and the East Indian Railway Company*, as to the creation of a 3½ per cent Debenture stock.

Contract, dated the 25th October 1911, *between the Secretary of State, the Deoghur Railway Company and the East Indian Railway Company*, as to the transfer to the Secretary of State of the Deoghur railway and its management, maintenance and working by the East Indian Railway Company as a part of their undertaking.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of interest in sterling at 4 per cent per annum on £6,550,000, the capital sum representing the deferred portion (one-fifth) of the annuity payable by Government in purchase of the East Indian railway. Also guarantee of principal and interest in respect of debentures and debenture stock issued by the Company.

(iii) *Distribution of profits.*—The surplus profits in each half year remaining after payment of interest and annuity charges, and the contribution to the Provident Fund, to be divided as follows:—

Of the first Rs. 25,00,000 of such surplus profits (or of the whole amount when it does not exceed Rs. 25,00,000) the Government to receive four-fifths and the Company one-fifth; of any excess beyond Rs. 25,00,000 the Government to receive fourteen-fifteenths and the Company one-fifteenth.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts and agreement—*concld.*

(iv) *Rates and fares.*—Maximum and minimum rates and fares to be authorised, and the classification of passengers and goods to be prescribed, by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed on same general conditions, and at rates (to be approved by the Government) not less than those in force for the time being for similar services on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be from time to time approved by the Government.

(vi) *Power of the Government to determine contract.*— } By the contract of the 14th November 1899 the

(vii) *Power of the Company to surrender contract.*— } Government and the Company mutually agree that they will not determine the contract dated the 22nd December 1879 before the 31st December 1919. On that date, or at the end of any succeeding fifth year thereafter, either party may determine the contract by giving two years' previous notice. (On the determination of the contract the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.)

(viii) *Term of contract* [*if not determined under* (vi) *and* (vii)].—50 years from 1st January 1880.

Statistics of working (Those for 1879 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expense to earnings.
1	2	3	4	5	6	7	8	9	10	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1880.	1,504·25	34,18,12,052	4,29,45,116	2,84,66,874	8·33	1,96,03,398*a*	....	17,72,690	70,90,786	549	33·71
1881.	1,506·75	34,67,27,455	4,54,11,472	3,06,38,827	8·84	30,27,492	1,72,92,000	20,63,867	82,55,463	578	32·53
1882.	1,506·77	34,83,42,743	4,71,17,594	2,94,15,336	8·44	31,83,022	1,72,92,000	17,88,073	71,52,291	601	37·57
1883.	1,509·46	35,02,20,413	4,94,67,085	3,08,77,691	8·82	33,68,151	1,75,10,887	19,99,731	79,98,922	630	37·58
1884.	1,509·46	35,34,09,667	4,38,38,714	2,70,76,204	7·66	34,79,206	1,77,35,384	11,72,323	46,89,291	558	38·24
1885.	1,514·99	35,61,32,471	4,63,86,889	2,97,35,295	8·35	36,22,093	1,79,65,714	16,29,502	65,17,986	589	35·90
1886.	1,514·86	35,80,42,570	4,66,70,853	3,02,20,962	8·44	37,84,444	1,89,50,137	14,97,276	59,89,105	591	35·25
1887.	1,513·36	35,85,11,962	4,60,65,661	3,09,98,517	8·65	38,48,886	1,92,13,333	15,87,259	63,49,039	583	32·71
1888.	1,513·45	35,82,32,469	4,54,86,902	3,00,27,370	8·38	38,60,374	2,03,43,530	11,04,693	46,58,773	567	33·91
1889.	1,525·44	35,98,56,817	4,49,57,901	2,91,14,970	8·09	39,98,237	2,09,60,000	8,31,347	33,25,386	557	35·24
1890.	1,525·44	36,00,54,709	4,34,39,355	2,95,24,546	8·20	39,95,919	2,03,43,530	10,37,019	41,48,078	538	32·03
1891.	1,525·44	35,94,69,179	4,91,85,230	3,56,54,312	9·92	37,33,207	1,86,94,054	26,15,392	1,05,81,569	615	27·95
1892.	1,610·27	36,51,42,775	4,86,55,105	3,48,16,719	9·54	37,25,754	2,06,47,164	20,88,760	83,55,041	587	28·73
1893.	1,610·73	37,17,65,626	5,08,44,654*b*	3,60,94,293	9·71	41,26,889	2,34,46,780	17,04,125	68,16,499	584	29·01
1894.	1,664·11	37,50,81,624	5,26,89,485	3,64,26,405	9·71	43,37,988	2,38,89,582	15,39,767	61,59,068	604	30·87
1895.	1,700·19	38,08,79,764	5,41,50,856*c*	3,78,34,726*c*	9·93	45,73,671	2,61,01,132	14,29,078	57,30,845	603	30·13
1896.	1,701·11	38,54,11,272	5,40,69,142*d*	3,67,77,683*d*	9·54	46,90,562	2,58,59,455	12,45,733	49,81,933	597	31·98
1897.	1,705·09	39,66,36,442	5,88,28,013	4,14,93,400	10·46	48,20,238	2,47,34,406	23,87,763	95,51,053	649	29·47
1898.	1,712·25	40,98,39,605	5,97,96,060	4,08,07,269	9·96	50,46,514	2,32,64,533	24,99,244	99,96,978	658	31·76
1899.	1,710·67	42,96,85,477	6,35,45,974	4,26,60,018	9·93	54,63,902	2,21,46,516	30,09,920	1,20,39,680	697	32·87
1900.	1,840·32	44,54,88,809	6,84,74,972	4,47,15,571	10·04	60,18,054	2,15,60,965	18,09,104	1,53,27,450	708	34·70
1901.	1,838·04	45,95,76,136	7,03,96,636	4,57,13,311	9·95	65,46,878	2,16,82,360	18,51,450	1,56,32,623	733	35·06
1902.	1,923·35	47,43,55,297	6,77,38,713	4,29,80,833	9·06	70,34,492	2,16,46,868	16,19,965	1,26,79,508	687	36·55
1903.	1,935·11	48,89,94,496	6,99,72,700	4,64,35,793	9·51	74,46,371	2,16,15,000	18,24,861	1,55,49,461	692	33·64
1904.	1,932·87	50,36,09,930	7,59,71,544	5,06,03,115	10·07	80,23,978	2,16,15,000	20,64,276	1,88,99,861	740	33·39
1905.	1,972·30	52,58,72,727	7,50,47,139	4,82,21,979	9·17	86,75,860	2,16,15,000	18,62,075	1,60,69,044	738	35·74
1906.	2,165·04	54,79,28,490	8,02,50,910	4,87,53,855*e*	8·90	93,88,271	2,16,15,000	18,50,039	1,59,00,545	721*f*	38·65*f*
1907.	2,208·29	56,77,47,625	8,11,29,807	4,84,10,858*e*	8·53	1,01,66,204	2,16,15,000	17,75,310	1,48,54,344	673*f*	39·74*f*
1908.	2,213·18	58,74,01,148	8,28,51,108	4,44,26,182*e*	7·56	1,09,27,823	2,16,15,000	14,58,887	1,04,21,422	682*f*	45·80*f*
1909.	2,212·07	60,37,01,643	8,28,35,189*g*	4,77,90,961*e*	7·93	1,15,88,058	2,16,15,000	16,39,194	1,29,48,709	695*f*	41·78*f*
1910.	2,212·77	60,82,23,218	8,60,42,147	5,20,01,256*e*	8·54	1,18,60,704	2,16,15,000	19,01,703	1,66,23,849	722*f*	39·01*f*
1911.	2,265·86	62,03,94,930	9,22,36,385	5,52,09,918*e*	9·00	1,21,80,902	2,16,15,000	21,40,674	1,99,72,342	756*f*	38·87*f*
1912.	2,331·09	63,49,50,982	10,15,50,003	6,32,20,565*e*	9·96	1,26,75,172	2,16,15,000	25,95,859	2,63,35,034	810*f*	37·27*f*

a. Interest in 1880 includes annuity charges, which cannot be separated.
b. Includes arrear credits for substantial improvements, Rs. 10,49,127.
c. Includes Rs. 14,530 realised from Palmer's Trust Estate.
d. Excludes Rs. 1,000 paid to Mr. Patterson, Law Agent, as remuneration in respect of the amount realised from the Palmer's Trust Estate.
e. Excludes the annual rental paid to the South Bihar Railway Company together with interest on Government advances for the purposes of this railway.
f. Includes the South Bihar railway.
g. Includes arrear credits for substantial improvements, Rs. 26,19,763.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—

Chairman.—Alexander Izat, Esq., C.I.E.
Secretary.—J. Lightfoot, Esq.
Offices.—237, Gresham House, Old Broad Street, London, E.C.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Main line.—			
Delhi to Kalka	1-3-91	162·36	
Kaithal branch.—			
Thanesar to Kaithal	1-12-10	29·76	
			192·12

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham-Olpherts' cast-iron plate and wooden sleepers with cast iron chairs. On the Kaithal branch 75-lb. flat-footed steel rails have been used.
Ballast.—The line is ballasted throughout with stone.
Fencing.—The line is fenced throughout.
Curves.—The sharpest curve is of 1,010 feet radius.
Gradients.—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

Contracts—

Dated the 24th January 1889 (called the principal working contract), *between the Secretary of State and the East Indian Railway Company*, for working and maintenance.
Dated the 12th February 1889 (called the principal contract), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, for the construction of the railway.
Dated the 19th March 1890 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the raising of additional capital by the issue of debentures.
Dated the 19th December 1895 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, conceding to the Company, from the 1st January 1893, the 2 per cent of gross earnings previously retained by Government.
Dated the 21st July 1896 (supplemental to the contract of 1889), *between the Secretary of State and the East Indian Railway Company*, as to the provision of funds for further capital works.
Dated the 24th July 1896 (supplemental to the contracts of 1889 and 1890), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the provision of funds for further capital works.
Dated the 9th June 1897 (supplemental to the contracts of 1889, 1890, and 1895), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, guaranteeing interest at the rate of 3¼ per cent on share capital.
Dated the 27th April 1903 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.
Dated the 1st July 1909 (supplemental to the contracts of 1889 and 1896), *between the Secretary of State and the East Indian Railway Company*;
Dated the 3rd November 1909 (supplemental to the contracts of 1889, 1890, 1895, 1896, 1897 and 1903), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*;
} as to the working and construction, respectively, of the Thanesar-Kaithal branch.

Main provisions of contracts—

(i) *Land.*—To be provided by the Government free of cost to the Company.
(ii) *Government aid.*— } The Government undertake (through the agency, in the first instance, of the
(iii) *Terms of working.*— } East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1926, taking 48 per cent of the gross receipts of the railway for the working agency and paying 52 per cent to the Company. By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3¼ per cent per annum on its share capital.
(iv) *Distribution of profits.*—Surplus profits in any year in excess of 3¼ per cent per annum on share capital are divided equally between the Government and the Company until the Government has been repaid amounts advanced by way of subsidy, with interest. Thereafter all surplus profits will belong to the Company.
(v) *Rates and fares.*—To be agreed upon between the Government and the working agency; but between Delhi and Umballa not more than the maximum, nor less than the minimum, in force on the East Indian railway, and between Umballa and Kalka not more than three times such maximum nor less than such minimum.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vii) *Power of the Government to determine contract.*—The Government may determine the contract on the 31st December 1926, or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Payments by the Government by way of subsidy under the contract of the 9th June 1897 and also the additional 2 per cent of gross earnings conceded to the Company under the contract of the 19th December 1895 are to be excluded from the profits of the Company in calculating the price to be paid by the Government.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—Not specified.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891 .	162·24	1,55,44,692	9,07,697	4,72,002	3·04	...	4,72,002	3·04	128	48·00
1892 .	161·40	1,58,22,137	10,81,769	5,62,520	3·56	...	5,62,520	3·56	129	48·00
1893 .	161·40	1,55,24,600	11,98,508	6,23,224	4·01	...	6,23,224	4·01	143	48·00
1894 .	161·40	1,55,25,547	13,37,526	6,95,514	4·48	...	6,95,514	4·48	159	48·00
1895 .	161·40	1,55,06,120	14,60,519	7,59,470	4·90	...	7,59,470	4·90	174	48·00
1896 .	160·47	1,54,49,783	13,18,840	6,85,797	4·44	...	6,85,797	4·44	158	48·00
1897 .	162·24	1,53,26,585	15,73,319	8,18,126	5·34	...	8,18,126	5·34	186	48·00
1898 .	162·24	1,53,43,587	16,07,512	8,35,906	5·45	...	8,35,906	5·45	191	48·00
1899 .	162·24	1,53,01,272	14,49,378	7,53,677	4·93	...	7,53,677	4·93	172	48·00
1900 .	162·24	1,53,15,467	13,72,523	7,13,712	4·66	...	7,13,712	4·66	163	48·00
1901 .	162·24	1,52,92,648	18,05,858	9,39,046	6·14	...	9,39,046	6·14	213	48·00
1902 .	162·24	1,54,23,791	18,66,695	9,70,681	6·29	...	9,70,681	6·29	221	48·00
1903 .	162·36	1,55,49,998	18,30,960	9,52,099	6·12	...	9,52,099	6·12	216	48·00
1904 .	162·36	1,55,51,763	18,53,475	9,63,807	6·20	...	9,63,807	6·20	218	48·00
1905 .	162·36	1,56,07,499	20,16,936	10,48,807	6·72	...	10,48,807	6·72	238	48·00
1906 .	162·36	1,57,26,333	20,04,218	10,42,194	6·63	...	10,42,194	6·63	237	48·00
1907 .	162·36	1,58,23,198	23,04,659	11,98,423	7·57	...	11,98,423	7·57	272	48·00
1908 .	162·36	1,60,07,122	21,09,189	10,96,778	6·85	...	10,96,778	6·85	250	48·00
1909 .	162·36	1,66,56,595	22,90,710	11,91,169	7·15	...	11,91,169	7·15	271	48·00
1910 .	192·13	1,75,45,512	26,05,803	13,55,018	7·72	...	13,55,018	7·72	261	48·00
1911 .	192·13	1,77,78,153	31,53,021	16,39,571	9·22	...	16,39,571	9·22	316	48·00
1912 .	192·12	1,79,12,579	32,30,326	16,79,769	9·38	...	16,79,769	9·38	323	48·00

4 (*c*) South Bihar railway (5′ 6″ gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.
Secretary.—Lieut.-Col. H. Bonham-Carter.
Offices.—91, York Street, Westminster, S. W.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Luckeeserai to Gya	5-7-99	79·19	79·19

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham-Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

Curves.—The sharpest curve is of 3,000 feet radius.

Gradients.—The ruling gradient is 1 in 400.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*c*) South Bihar railway (5′ 6″ gauge)—*contd.*

Contracts—

Dated the 7th August 1895 (called the principal contract), *between the Secretary of State and the South Bihar Railway Company*, as to construction.

Dated the 22nd August 1895 (called the contract of 1895), *between the Secretary of State and the East Indian Railway Company*, as to maintenance and working.

Dated the 21st April 1903 (supplemental to the contract of 1895), *between the Secretary of State and the South Bihar Railway Company*, as to the adoption of 1*s.* 4*d* per rupee as the "prescribed" rate of exchange.

Dated the 11th December 1906 (supplemental to the contract of 1895), *between the Secretary of State and the South Bihar Railway Company*, as to the lease of the South Bihar railway to the Secretary of State and yearly payment to the Company until date of determination of the contract of the 7th August 1895.

Dated the 16th January 1907, *between the Secretary of State and the East Indian Railway Company*, as to working the South Bihar railway as part of the Company's undertaking.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—
(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
Government constructed the line, from funds provided by the South Bihar Railway Company, and maintained, stocked and worked it through the agency of the East Indian Railway Company up to the 31st December 1905, for a certain proportion of its gross earnings; and, by agreement with the East Indian Railway Company, also allowed to the South Bihar Railway Company, by way of rebate, a percentage of the East Indian Railway's share of the receipts from traffic interchanged between the two railways towards making up an amount equal to 4 per cent interest for each half-year on the actual capital expenditure (subject to certain limits) on the South Bihar railway.

With effect from the 1st January 1906 the South Bihar Railway Company leased their line to the Government for a yearly sum of £30,000, payable by half-yearly payments of £15,000, at the end of each calendar half-year, in substitution of the corresponding provisions of the principal contract of the 7th August 1895.

As between the Government and the East Indian Railway Company the South Bihar railway as from 1st January 1906 is worked as part of the undertaking of the Company, who pay to the Government from the net half-yearly revenue of the undertaking the half-yearly sum of £15,000 and also interest for each half-year at 3½ per cent per annum on Rupees 7,63,099-1-11, being the amount of capital advances made by the Government for the purposes of the South Bihar railway.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
As under 4 (*a*), East Indian railway (5′ 6″ gauge).

(vii) *Power of the Government to determine contracts.*—Government may determine the South Bihar Railway Company's contracts on the 30th June 1919, or on the 30th June in the last year of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination the Government will pay to the Company in England £684,580, as being the capital expended on the undertaking with the authorisation of the Secretary of State.

The East Indian Railway Company's contracts terminate at the same time as the Company's contract of 1879, for which see 4 (*a*), East Indian railway (5′ 6″ gauge).

(viii) *Power of the South Bihar Railway Company to surrender contracts.*—Nil.

(ix) *Power of the East Indian Railway Company to surrender contracts.*—As under (vii).

(x) *Term of South Bihar Railway Company's contracts* [*if not determined under* (vii)].—Not specified.

(xi) *Term of East Indian Railway Company's contracts.*—As under (vii).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*c*) South Bihar railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the East Indian railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899 . .	78·83	1,18,16,730	2,03,328	1,32,163	1·12	33,403	1,65,566	1·40	100	35·00
1900 . .	78·76	1,23,15,110	4,67,133	3,03,636	2·47	1,41,404	4,48,040	3·64	114	35·00
1901 . .	78·76	1,23,66,533	5,14,970	3,08,822	2·50	1,28,082	4,36,904	3·53	125	40·02
1902 . .	78·76	1,19,88,612	4,99,809	2,74,895	2·29	1,35,445	4,10,340	3·42	122	45·00
1903 . .	78·76	1,20,91,897	5,24,605	2,88,533	2·40	1,57,708	4,46,241	3·72	128	45·00
1904 . .	78·76	1,19,72,914	5,70,358	3,13,697	2·62	1,65,3-2	4,79,079	4·00	138	45·00
1905 . .	78·76	1,19,77,154	5,55,199	3,05,360	2·55	1,72,721	4,78,081	3·99	135	45·00
1906 . .	78·76	1,19,74,947	} See "terms of working" above.							
1907 . .	78·76	1,19,77,154								
1908 . .	79·19	1,19,77,154								
1909 . .	79·19	1,19,77,154								
1910 . .	79·19	1,19,77,154								
1911 . .	79·19	1,19,77,154								
1912 . .	79·19	1,19,77,154								

4 (*d*) Tarkessur railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Sheoraphuli to Tarkessur	1-1-85	22·21	22·21

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. steel rails laid on Denham-Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 2,700 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Agreements and contract—

Agreement, dated the 8th September 1883, *between the Secretary of State and the Tarkessur Railway Company*, as to construction by a syndicate formed for that purpose.

Contract, dated the 15th September 1887, *between the Secretary of State and the East Indian Railway Company*, working the Tarkessur line by the Company.
Agreement, dated the 1st March 1888, *between the Secretary of State and the Tarkessur Railway Company.*
} As to maintenance and working of the Tarkessur line by the East Indian Railway Company.

Main provisions of agreements and contract—

(i) *Land.*—To be leased to the Company for 99 years at a peppercorn rent.

(ii) *Government aid.*—No direct Government aid; but it was agreed by the contract of the 8th September 1883 that the Government would support the conclusion of an arrangement for the working by the East Indian Railway Company of the Tarkessur line [see (iii)].

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*concld.***

4 (*d*) Tarkessur railway (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The East Indian Railway Company maintain, stock and work the Tarkessur railway (which is the property of the Tarkessur Railway Company) in consideration of the following half-yearly payments :—

(*a*) working expenses calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole,

(*b*) five per cent of the gross earnings as hire of rolling-stock,

(*c*) a contribution to the East Indian Railway Provident Fund in accordance with the rules of that Fund (since limited to 1 per cent of the Tarkessur railway earnings, the revised rules of the Institution notwithstanding—the difference between this contribution and the increased contribution admissible under the revised rules being charged against the earnings of the East Indian Railway Company, *vide* Government of India letter No. 1900 R.E., dated the 23rd October 1903),

(*d*) the balance of the receipts [after deducting (*a*), (*b*) and (*c*)] is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.

(v) *Rates and fares.*—Certain maxima have been fixed, within which the East Indian Railway Company is authorized to charge such rates and fares as may from time to time be mutually agreed upon.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails.—To be conveyed free of charge.

(*b*) Troops, police, high Government officials and Government stores.—To be conveyed at special rates.

(*c*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates.

(vii) *Power of the Government to determine contract and agreements.*—The contract of the 8th September 1883 may be determined by the Government giving 12 months' previous notice after the Tarkessur railway has been opened for 30 years, and thereafter at intervals of 10 years. Upon such determination the Government is to pay the Company a sum equal to the aggregate net profits of the line during the preceding 20 years.

The contract of the 15th September 1887 and agreement of the 1st March 1888 run concurrently with the East Indian Railway Company's principal contract of the 22nd December 1879 [see 4 (*a*), East Indian railway (5′ 6″ gauge)].

(viii) *Power of Companies to surrender contracts and agreements.*—Nil.

(ix) *Term of contract of 1883.*—99 years, *i.e.*, till 7th September 1982.

(x) *Term of contract of 1887 and of agreement of 1888.*—As under (vii).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

Calendar year.	Table I. Mileage open at end of each year.	Table I. Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	22·23	17,93,985	3,33,924	1,63,741	9·13	288	50·96
1904	22·23	17,97,555	3,30,635	1,63,006	9·07	284	50·70
1905	22·23	17,98,615	3,26,715	1,55,221	8·63	282	52·49
1906	22·23	17,99,166	3,51,688	1,58,989	8·84	304	54·82
1907	22·23	17,99,776	3,56,243	1,58,366	8·80	307	55·55
1908	22·21	18,02,130	3,65,102	1,45,592	8·08	316	60·12
1909	22·21	18,02,130	3,63,681	1,62,007	8·99	315	55·45
1910	22·21	18,02,730	3,85,024	1,72,995	9·60	333	55·07
1911	22·21	18,04,796	3,71,362	1,66,988	9·25	322	55·03
1912	22·21	18,06,380	3,86,199	1,78,461	9·88	334	53·79

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$. GREAT INDIAN PENINSULA RAILWAY SYSTEM

Chairman.—Colonel F. Firebrace.

Secretary.—R. H. Walpole, Esq.

Offices.—48, Copthall Avenue, London, E. C.

Lines comprised in the system.—The Great Indian Peninsula railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Great Indian Peninsula railway (5′ 6″ gauge)	2,419·33	241·09	2,660·42
(*b*) Agra-Delhi Chord railway (5′ 6″ gauge)	125·83	...	125·83
(*c*) Baran-Kotah railway (5′ 6″ gauge)	40·29	...	40·29
(*d*) Bhopal-Itarsi railway (5′ 6″ gauge)	56·62	...	56·62
(*e*) Bhopal-Ujjain railway (5′ 6″ gauge)	113·27	...	113·27
(*f*) Bina-Goona-Baran railway (5′ 6″ gauge)	145·61	...	145·61
(*g*) Gwalior Light railway (2′ 0″ gauge)	249·96	...	249·96
(*h*) Matheran Light railway (2′ 0″ gauge)	12·61	...	12·61
(*i*) Dhond-Baramati railway (2′ 6″ gauge)	...	27·33	27·33
(*j*) Murtajapur-Ellichpur railway (2′ 6″ gauge)	...	46·67	46·67
(*k*) Murtajapur-Yeotmal railway (2′ 6″ gauge)	...	71·08	71·08
Total	3,163·57	386·17	3,549·74

Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only	7·25
At Agra, Bombay, Baroda and Central India (3′ 3⅜″ gauge) railway, for passenger and goods trains	2·89
At Cawnpore, East Indian railway, 0·97 mile for passenger trains and 0·52 mile for goods trains	1·49
From Cawnpore to Lucknow, Oudh and Rohilkhand railway, for passenger trains only	44·63
From Nagpur Junction to Itwari, Bengal-Nagpur railway, for goods trains only	1·73
Total	57·99

Foreign lines over home line :—

Bombay, Baroda and Central India railway, Dadar Junction to Carnac Bridge, for goods trains only	4·39
Bombay, Baroda and Central India railway, Muttra Junction to Delhi Junction, for passenger and goods trains	90·03
East Indian railway, Belanganj Junction to Muttra Junction, for passenger trains only	31·72
Total	126·14

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—

The Great Indian Peninsula railway comprises the line formerly owned by the old Guaranteed Company of that name (now called the Great Indian Peninsula railway proper), in amalgamation with that of the late Indian Midland Railway Company (now known as the Midland section). The Guaranteed Company's railway was purchased by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £40,781,568,* payable up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

	£
Company's stock at date of purchase	34,859,218
Debentures and debenture stock taken over from the former Guaranteed Company	5,922,350
Total	40,781,568

The contract *between the Secretary of State and the Indian Midland Railway Company*, dated the 22nd October 1885, was determined by the Secretary of State on the 31st December 1910. That does not, however, substantially affect the carrying out of the contract, *between the Secretary of State and the Great Indian Peninsula Railway Company*, dated the 21st December 1900, the effect of which is that the railways formerly known as the "Indian Midland Railway System" are to form part of the undertaking worked by the Company for so long as that contract remains in force.

Nor are the arrangements subsisting at the date of the termination of the Indian Midland Railway Company's contract for working of the Native State branches of that Company's line disturbed in any way by the termination of that Company's contract, the necessary alterations, whereby the Government becomes a party thereto instead of the Indian Midland Railway Company, having been made in the working agreements relating to such branches, and a revised agreement having been made for the working by the Great Indian Peninsula Railway Company, of the Gwalior Light railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (k)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
GREAT INDIAN PENINSULA RAILWAY PROPER—				
NORTH-EAST LINE—				
Main line—				
Victoria Terminus to Thana	18-4-53	20·77		
Thana to Kalyan	1-5-54	12·65		
Kalyan to Vasind	1-10-55	16·14		
Vasind to Asangaon	6-2-60	3·75		
Asangaon to Kasara	1-1-61	21·84		
Kasara to Igatpuri (Thull Ghat)	1-1-65	9·89		
Igatpuri to Nasik	28-1-61	31·43		
Nasik to Chalisgaon	1-10-61	87·24		
Chalisgaon to Jalgaon	6-10-62	57·48		
Jalgaon to Bhusaval	20-5-63	15·01		
Bhusaval to Burhanpur	20-11-65	33·97		
Burhanpur to Khandwa	3-9-66	42·78		
Khandwa to Bir	17-2-68	21·15		
Bir to Itarsi	1-1-70	89·27		
Itarsi to Sohagpur	1-2-70	30·69		
Sohagpur to Jubbulpore	3-3-70	121·65		
			615·65	
Branches—				
Bombay Harbour Branch—				
Point of junction with Bombay Port Trust line to Kurla	12-12-10	7·46		
			7·46	
Chalisgaon-Dhulia branch—				
Chalisgaon to Dhulia	15-10-00	34·95		
			34·95	
Jalgaon-Amalner branch—				
Jalgaon to Erandol Road	20-2-00	18·26		
Erandol Road to Amalner	4-4-00	16·00		
			34·26	
Nagpur branch—				
Bhusaval Junction to Malkapur	20-5-63	30·05		
Malkapur to Shegaon	24-10-64	32·58		
Shegaon to Badnera	18-12-65	72·67		
Badnera to Pulgaon	16-7-66	40·29		
Pulgaon to Sindi	5-11-66	38·27		
Sindi to Nagpur	20-3-67	29·44		
			243·25	
Khamgaon branch—				
Jalamb to Khamgaon	4-3-70	7·97		
			7·97	
Amraoti branch—				
Badnera to Amraoti	16-2-71	5·49		
			5·49	
Wardha Coal branch—				
Wardha to mile 490·20	1-2-79	18·95		
Mile 490·20 to mile 512·64	24-12-75	22·44		
Mile 512·64 to Warora	26-4-76	4·00		
Warora-Chanda-Balharshah extension	1-2-08	37·12		
			82·51	
Mohpani branch—				
Gadarwada to Mohpani	3-9-72	12·47		
Mohpani to Gotitoria	2-11-96	1·07		
Mohpani to new coal-fields	3-6-00	0·14		
			13·68	
				1,045·22
SOUTH-EAST LINE—				
Main Line—				
Kalyan to Palasdhari (Karjat)	12-5-56	30·61		
Palasdhari to Khandala (Bhore Ghat)	14-5-63	13·20		
Khandala to Poona	14-6-58	42·01		
Poona to Diksal	15-12-58	64·25		
Diksal to Barsi Junction	23-10-59	50·60		
Barsi Junction to Mohol	21-1-60	23·32		
Mohol to Sholapur	6-6-60	20·51		
Sholapur to Gulbarga	1-2-70	70·29		
Gulbarga to the Krishna	1-12-70	73·76		
Krishna to Raichur	1-5-71	15·31		
			408·86	
Branches—				
Dhond-Manmad branch—				
Dhond to Ahmednagar	15-3-78	50·41		
Ahmednagar to Manmad	17-4-78	95·03		
			145·44	
Khopoli branch—				
Palasdhari to Khopoli	12-5-56	7·24	7·24	
				561·54
TOTAL LENGTH OPEN, GREAT INDIAN PENINSULA RAILWAY PROPER	...	...	...	1,606·76
CARRIED OVER	...	...	...	1,606·76

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (kk)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	1,606·76	
MIDLAND SECTION—					
Main line—					
Bhopal to Jhansi	1-1-89	179·92			
Jhansi to Gwalior	1-3-89	60·39			
Gwalior to Hetampur	20-12-79	32·40			
Hetampur to Dholpur	15-5-81	8·04			
Dholpur to Agra Cantonment	10-1-78	36·05			
Junction with Agra-Delhi Chord railway at Agra to terminal point of Belanganj Goods Depôt.	27-2-06	1·75			
Junction with Agra-Delhi Chord railway to Idgah	1-3-05	1·27			
			319·82		
Branches—					
Manikpur branch—					
Jhansi to Mau Ranipur	5-6-89	39·96			
Mau Ranipur to Banda	1-8-89	78·98			
Banda to Manikpur	15-2-89	61·45			
			180·37		
Cawnpore branch—					
Jhansi to Chaunrah	1-2-85	94·97			
Chaunrah to Cawnpore	1-4-86	40·93			
			135·90		
Moth quarry	26-7-07	2·78			
			2·78		
Bina to point of junction with Bina-Goona-Baran railway.	1-5-95	2·00			
Bhopal to point of junction with Bhopal-Ujjain railway.	11-11-95	0·21			
			2·21		
Bina-Saugor-Katni branch—					
Bina to Saugor	5-6-89	46·24			
Saugor to Damoh	26-9-98	47·83			
Damoh to Katni	1-1-99	67·87			
From centre of Katni-Murwara station to junction with Bengal-Nagpur railway.	1-1-90	0·71			
From a point on the Midland section at Katni-Murwara to junction with East Indian railway.	1-1-99	0·34			
			162·99		
Ait to Kunch	7-12-03	8·50			
			8·50		
TOTAL LENGTH OPEN, MIDLAND SECTION	...	...	...	812·57	
TOTAL LENGTH OPEN, GREAT INDIAN PENINSULA RAILWAY.	...	...	...	2,419·33	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Itarsi-Nagpur branch—					
Itarsi to Amla	...	80·70			
Amla to Pandhurna (Sanctioned on 8th June 1908.)	...	*83·61			*Commencement of work not authorised.
Pandhurna to Nagpur	...	64·94			
			184·25		
Pench Valley Coal-fields branch—					
Amla to Hirdagarh (Sanctioned on 8th June 1908.)	...	35·25			
Hirdagarh to Jamai	...	6·69			
Jamai to Purassia	...	11·64			
			53·58		
Mahim Chord—					
Ravali to Mahim (sanctioned on 17th February 1905)	...	1·30			
			1·30		
Harbour Branch extension—overhead connection.					
Tank Bundur to Victoria Terminus (sanctioned on 6th March 1912).	...	1·96	1·96		
				241·09	
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	2,660·42	
DOUBLE LINE—					
NORTH-EAST LINE—					
Main line—					
Victoria Terminus to Thana	18-4-53	†16·48			†Excluding the quadruple length.
Thana to Kalyan	1-5-54	13·65			
Kalyan to Vasind	22-10-66	16·14			
Vasind to Atgaon	20-2-67	9·65			
Atgaon to Kasara	25-4-67	15·94			
Kasara to Igatpuri	1-1-65	9·89			
Igatpuri to Kajgaon	10-1-69	130·54			
Kajgaon to Pachora	17-3-69	16·05			
Pachora to Maheji	27-5-69	9·14			
Maheji to Bhadli	6-3-73	27·39			
Bhadli to Bhusaval	6-6-73	7·84			
Bhusaval to Bhusaval Junction	1-7-92	1·11			
Bhusaval Junction to Khandwa (Abna Junction)	11-1-89	74·58			
Bagra tunnel to Towa viaduct	1-2-70	0·74			
Khandwa to Itarsi	16-10-05	110·42			
			458·76		
Carried over	...	...	458·76		

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$ · **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . .	...	...	458·76		
DOUBLE LINE—*concld.*					
Bombay Harbour Branch—					
Point of junction with Bombay Port Trust line to Kurla.	12-12-10	7·46	7·46		
SOUTH-EAST LINE—					
Main line—					
Kalyan to Palasdhari	25-7-70	30·61			
Palasdhari to Khandala } Bhore Ghat . .	14-5-63	18·20			
Khandala to Lonavla . }	14-6-58	2·35			
Lonavla to Karla	29-5-07	4·92			
Karla to Talegaon	8-1-08	13·51			
Talegaon to Shelarvadi	22-5-08	7·77			
Shelarvadi to Poona	13-5-08	13·46			
			65·82		
Nagpur Branch—					
Bhusaval Junction to Nandgaon . . .	11-1-89	17·93			
Nandgaon to Shegaon	1-4-90	44·65			
			62·58		
Total Double line	...	...	...	614·62	
QUADRUPLE LINE—					
Victoria Terminus to Curry Road . . .	4-12-05	4·29	4·29	4·29	

Details of construction—

Permanent-way.—On the Great Indian Peninsula railway proper the main line is laid with 100-lb. bull-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the Ghat sections, is laid with iron pots. On the Midland section the whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326·64, and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 351·77 to Hamirpur Road is laid chiefly with 82-lb. bull-headed rails on cast iron pot sleepers. The main line between Bombay and Igatpuri and Kalyan and Lonavla is being relaid with 100-lb. bull-headed rails on wooden sleepers.

Ballast.—The line is ballasted with sand, gravel, laterite, kunkur or stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, Jalgaon-Amalner and Warora-Balharshah branches, the Great Indian Peninsula railway proper is fully fenced. On the Midland section the main line is fenced throughout and the branches are partially fenced.

Curves.—The sharpest curve has a radius of 990 feet on the Bhore Ghat, between miles 75 and 76. The next sharpest curve has a radius of 1056 on the Thull Ghat, between miles 78 and 79.

Gradients.—On the Great Indian Peninsula railway proper the ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the Ghat sections is 1 in 37. On the Midland section the ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmau where it is 1 in 200.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 24th April 1903 (supplemental to the contract of 1900), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 4th August 1908 (supplemental to the contracts of 1900 and 1903), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to Debenture stock.

Main provisions of contracts—

(i) *Land*—Originally, *i.e.*, up to the 30th June 1900, was provided by the Government free of cost to the Company; that acquired thereafter is provided by the Government to the Company at the cost of capital.

(ii) *Government aid.*—Guarantee of interest at 3 per cent on the new capital of the Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads } (a) \text{ to } (k)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(iii) *Distribution of profits.*—The working expenses of the whole undertaking are divided half-yearly between and attributed to the Great Indian Peninsula and Indian Midland Railway systems, respectively, in proportion to the gross receipts of each (the branch lines in Berar being treated as part of the Great Indian Peninsula Railway system).

From the gross receipts of each of the two systems is deducted the share of its working expenses apportioned as aforesaid; and the gross earnings of each subsidiary line is charged with a share of the working expenses attributed to the system to which it belongs in the ratios which the gross receipts of such subsidiary lines bear to those of that system.

The net earnings of each year ending on a 30th June to be applied:—

(1) in payment to the Secretary of State of the sum of Rs. 2,00,00,000;

(2) in repayment to the Secretary of State in rupees of the interest payable on money raised after 30th June 1900 by the Company, or by the Indian Midland Railway Company (otherwise than by the issue of shares or capital stock), or provided by the Secretary of State after the same date.

Any surplus to be divided between the Government and the Company in the proportion of $\frac{12}{20}$ths to the former and $\frac{1}{20}$th to the latter. If the Company's share capital is increased by the conversion of further Indian Midland Railway stock, the Company's share of the surplus is to be proportionately increased, but it is never to exceed $\frac{1}{10}$th.

(iv) *Rates and fares.*—Maximum and minimum rates and fares and classification of passengers and goods to be as authorised by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials, and Government stores.—To be conveyed on the same general conditions as those in force on State railways, and at rates to be approved by the Government (not being less than the rates in force for similar services on State railways of the same gauge).

(*b*) Government bullion and coin, and the persons in charge thereof.—At special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*—
(vii) *Power of the Company to surrender contract.*— } On the 30th June 1925 the Company are to give the Secretary of State possession of the undertaking, and the Secretary of State is to pay to the Company the amounts paid up, or credited as paid up, on all shares or stock then existing in the Company's new capital.

(viii) *Term of contract.*—25 years from 1st July 1900.

Statistics of working (Those for the periods prior to 1901 will be found in appendix 38 to the Report for 1907.)—

	TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1901 .	1,548·27	30,64,49,134	4,16,57,453	2,16,48,151	7·06	48,96,916	1,90,87,970	1,97,661*	—25,34,396	518	48·03
1902 .	1,561·63	30,83,53,092	4,24,25,217	2,19,98,968	6·84	49,58,679	1,90,56,785	2,64,702	—31,81,194	525	50·19
1903 .	1,561·63	31,08,53,055	4,68,61,534	2,38,12,514	7·66	50,67,701	1,90,28,730	3,79,633	—6,63,550	575	49·18
1904 .	1,561·63	32,00,73,108	4,82,41,944	2,41,79,728	7·55	53,19,948	1,90,28,595	3,84,935	—5,53,750	592	49·88
1905 .	1,561·63	32,65,20,022	5,22,33,877	2,70,20,162	8·28	57,50,359	1,90,28,535	5,28,413	+17,12,355	641	48·27
1906	1,561·63	33,57,64,972	5,05,23,479	2,53,01,900	7·54	61,23,516	1,90,28,535	4,46,777	—2,96,928	623	49·92
1907	1,561·63	35,22,04,887	5,28,77,202	2,49,15,559	7·07	61,14,699	1,90,28,340	4,28,268	—6,55,748	649	52·88
1908 .	1,599·41	37,36,87,900	4,68,32,792	1,76,86,213	4·73	68,53,220	1,90,28,340	64,298	—82,59,645	563	62·24
1909 .	1,599·53	37,38,51,484	5,27,26,707	2,23,43,894	6·08	72,63,545	1,90,28,340	...	— 39 47,991	634	57·62
1910 .	1,606·24	38,67,82,534	5,88,44,731	2,58,06,771	6·67	74,48,102	1,90,28,355	4,60,763	—11,30,449	705	56·14
1911 .	2,420·40	52,81,05,122	7,21,04,993	3,21,75,319	6·09	1,32,37,381	1,90,21,899	2,11,081	—2,94,992	573	55·38
1912 .	2,419·38	54,33,41,956	8,02,93,465	3,69,34,275	6·74	1,33,36,641	1,90,27,104	6,30,327	+39,40,203	638	54·00

* From 1st July 1900 to 31st December 1901.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (k)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Raja-ki-Mandi (Agra) to Kosi	3-12-04	56·66		
Kosi to Delhi Sadr	15-11-04	62·62		
Delhi Sadr to Delhi	1-8-05	0·43		
Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways.	15-10-11	0·22		
			119·93	
Branch—				
Kosi to Sanket	24-2-06	5·95	5·95	
				125·88
DOUBLE LINE—				
Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways	15-10-11	0·22		
Catch point No. 9 at Bombay end of Delhi Sadr Yard to terminal point of Agra-Delhi Chord railway.	0-0-12	1·91		
			2·13	

Details of construction—

Permanent-way.—The main line is laid with 85-lb. bull-headed steel rails on 45-lb. cast iron chairs spiked with 3 spikes to deodar sleepers, and the branch is laid with 75-lb. flat-footed steel rails, second hand, on dog-spiked deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The line is fully fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja-ki-Mandi Junction and Bilochpura (Agra) and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system, and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 5th February 1909, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the Agra-Delhi Chord railway as part of the Indian Midland railway system of the Company's undertaking.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the absolute property of the Government, which provides all the funds chargeable to capital, and it is managed, maintained and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.

(iii) *Terms of working.*—As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge), provided that no proportion in excess of 20 per cent of the gross receipts paid to any Railway Administration to whom running powers may be granted over the Agra-Delhi Chord is debited in the General Working Expenses Account of the Company's undertaking, such excess, if any, being directly debited to the Revenue Account of the Agra-Delhi Chord railway as a separate charge against its receipts.

(iv) *Distribution of profits.*—The whole of the net earnings of the railway belong to the Government.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under Great Indian Peninsula railway proper (5′ 6″ gauge).

(vii) *Power of the Government to determine contract.*—

(viii) *Power of the Company to surrender contract.*—

(ix) *Term of contract.*—

} The contract is current from the day on which the line was opened throughout for traffic and is to continue in force until terminated, either by the Government or the Company, on the 30th June or 31st December by giving to the other party not less than twelve calendar months' notice.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 / Sub-heads (*a*) to (*k*). **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3.)	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.							TABLE II.	
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904 .	119·51	1,05,90,556	18,070	9,992	0·09	2,95,164	−2,85,172	22	44·70
1905 .	119·75	1,22,46,927	8,04,655	4,19,625	3·43	4,20,181	−556	140	47·85
1906 .	125·99	1,27,90,307	16,46,320	8,15,363	6·37	4,76,283	+3,45,080	254	50·47
1907 .	125·99	1,28,37,017	16,15,900	7,45,489	5·81	4,09,625	+3,35,864	247	53·87
1908 .	125·66	1,28,12,755	15,17,793	5,70,112	4·45	4,34,834	+1,35,278	232	62·44
1909 .	125·66	1,30,68,563	14,74,866	6,22,196	4·76	4,35,293	+1,86,903	226	57·81
1910 .	125·66	1,34 32,595	17,65,732	7,52,601	5·60	4,45,949	+3,06,652	270	57·38
1911 .	125·90	1,42,05,868	20,67,879	8,63,294	6·08	4,67,506	+3,95,788	316	58·25
1912 .	125·88	1,43,40,719	22,83,807	10,48,792	7·31	4,58,760	+5,60,032	349	54·08

5 (*c*) Baran-Kotah railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Baran to Antah	20-2-07	13·58	
Antah to Kotah	1-5-09	26·71	
			40·29

Details of construction—

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian or sâl sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 1,809 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 19th March 1909, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the Baran-Kotah railway as part of the Indian Midland railway system of the Company's undertaking.

Main provisions of contracts—

As noted under 5 (*b*), Agra-Delhi Chord railway (5′ 6″ gauge), except that the charge for working expenses is not in any half-year to exceed 50 per cent of the entire gross receipts of the Baran-Kotah railway (*Note.*—These terms had effect from the 1st July 1909, the date on which the Baran-Kotah railway was handed over to the Great Indian Peninsula Railway Company for working, *vide* Railway Board's letter to the Engineer-in-Chief, Nagda-Muttra railway, No. 1022-R. F. dated the 7th June 1909. Prior to that date the charge was the same percentage as obtained for working the lines comprised in the Great Indian Peninsula railway undertaking, *vide* letter from the Agent, Great Indian Peninsula railway, to the Secretary, Railway Board, No. 57-H.-5, dated the 15th April 1912.)

Statistics of working—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year*	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.							TABLE II.	
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1908 .	13·58	39,38 972	3,536	1,582	0·04	1,29,811	−1,28,229	10	55·26
1909 .	40·29	45.52,438	48,152	23,181	0·51	1,40,921	−1,26,740	28	51·86
1910 .	40·29	45,67,295	1,03,829	52,720	1·15	1,51,068	−98,348	50	49·22
1911 .	40·29	45.65,880	1,58,809	79,405	1·74	1,54,829	−75,424	76	50·00
1912 .	140 29	45,96,797	1,90,009	97,188	2·11	1,57,421	−60,233	91	48·85

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads } (a) \text{ to } (k)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Itarsi to Hoshangabad	1-6-82	10·89		
Hoshangabad to Bhopal	18-11-84	45·45		
			56·34	
Branch—				
Centre of Bhopal station to the joint boundary of the Bhopal-Itarsi and Indian Midland railways at Bhopal	11-11-95	0·28		
			0·28	
				56·62

Details of construction—

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast iron pot sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

Agreements and contract—

Agreement, dated the 16th September 1880, *between the Government of India and Her Highness the Begum of Bhopal*, as to the construction, management, maintenance and working, by the Government, of the Bhopal-Itarsi railway.

Agreement, dated the 30th June 1887, *between the Government of India and Her Highness the Begum of Bhopal*, supplemental to, and modifying, the agreement of 1880.

Agreement, dated the 2nd December 1890, *between the Government of India and Her Highness the Begum of Bhopal*, supplemental to, and further modifying, the agreement of 1880.

Contract, dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Main provisions of agreements and contract—

(i) *Land.*—Land within the Bhopal State was provided free of cost by the Durbar; that within British territory by the Government at the cost of capital.

(ii) *Government aid.*—The Government paid for the portion of the line in British territory, and a moiety of the cost of the bridge over the Nerbudda river; in all about Rupees 13,00,000: the Begum of Bhopal contributed Rupees 50,00,000 for the portion of the line in her dominions.

All additional capital is to be provided by the Government, which undertook to construct, maintain, manage and work the line by State or other agency. At present the line is worked by the Great Indian Peninsula Railway Company as part of its undertaking.

(iii) *Terms of working.*—For working and stocking the Bhopal-Itarsi railway the Great Indian Peninsula Railway Company receive a sum which bears the same proportion to the total working expenses of the Company's undertaking, including the Bhopal-Itarsi railway, as the gross earnings of the Bhopal-Itarsi railway bear to the gross earnings of the undertaking.

(iv) *Distribution of profits.*—The net earnings are divided in perpetuity between the Government and the Ruler of Bhopal in proportion to the capital contributed by each. In the event of the railway being worked at a loss, such loss is borne by the two parties in the same proportion.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to surrender contract.*—
(ix) *Term of contract.*—

} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (k)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1889 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.

Calendar year.	Bhopal-Itarsi (British section). Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Bhopal-Itarsi (Native State section). Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (10).
1	2	3	4	5	6	7	8	9	10	11	12	13
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	
1889.	13·00	12,50,000	79,163	—5,422	...	50,000	—55,422	44·11	48,40,846	2,67,936	—18,351	...
1890.	13·00	12,85,077	87,765	—16,572	...	50,351	—66,923	44·11	50,00,000	2,97,049	—56,093	...
1891.	13·00	15,13,568	1,30,834	48,607	3·21	57,713	— 9,106	44·11	50,00,000	4,60,431	1,78,154	3·46
1892.	13·00	17,46,208	1,53,099	56,397	3·23	69,191	—12,734	44·11	50,00,000	4,47,797	1,65,883	3·32
1893.	13·11	20,25,038	1,69,162	52,038	2·57	78,429	—26,391	44·00	50,00,000	4,24,236	1,30,925	2·62
1894.	13·11	21,71,496	1,61,433	61,455	2·83	83,509	—22,054	44·00	50,00,000	3,80,217	1,44,607	2·89
1895.	13·11	22,47,963	1,42,658	46,114	2·05	89,328	—43,209	44·28	50,00,000	3,18,974	1,02,821	2·06
1896.	13·11	22,71,877	1,63,688	62,744	2·76	90,107	—27,363	44·28	50,00,000	3,61,363	1,38,532	2·77
1897.	13·11	22,97,134	1,52,215	61,135	2·66	91,805	—30,670	44·28	50,00,000	3,31,379	1,33,096	2·66
1898.	13·11	23,24,365	1,93,364	79,485	3·42	92,477	—13,042	44·28	50,00,000	4,17,010	1,71,375	3·43
1899.	13·11	23,61,938	2,09,611	84,080	3·56	93,303	— 9,223	44·28	50,00,000	4,47,225	1,79,444	3·59
1900.	13·11	23,87,389	2,55,120	1,27,332	5·33	95,293	+32,039	44·28	50,00,000	5,35,369	2,67,288	5·35
1901.	13·11	25,46,891	2,92,861	1,44,235	5·66	98,989	+45,246	44·28	50,00,000	5,85,152	2,88,838	5·78
1902.	13·11	28,02,330	3,46,103	1,71,236	6·11	1,06,632	+64,604	44·28	50,00,000	6,37,088	3,16,683	6·33
1903.	13·11	30,92,697	3,77,177	1,91,441	6·19	1,17,285	+74,156	44·28	50,00,000	6,31,911	3,21,328	6·43
1904.	13·11	31,52,907	3,95,734	1,98,066	6·28	1,20,127	+77,939	44·28	50,00,000	6,43,742	3,22,374	6·45
1905.	13·11	31,76,934	3,25,637	1,67,905	5·27	1,23,241	+44,064	44·28	50,00,000	5,21,619	2,67,959	5·36
1906	13·11	32,57,841	3,60,294	1,78,761	5·49	1,25,079	+53,682	44·28	50,00,000	5,66,833	2,81,376	5·63
1907.	13·11	33,98,742	4,33,539	2,27,071	6·68	1,94,145	+1,32,926	44·28	50,00,000	7,32,284	3,44,438	6·88
1908.	13·11	35,34,132	4,29,276	1,62,302	4·59	1,18,524	+43,778	44·28	50,00,000	6,11,033	2,31,222	4·62
1909.	13·11	36,27,495	4,68,717	1,98,459	5·47	1,20,102	+78,354	44·28	50,00,000	6,50,553	2,75,516	5·51
1910.	13·11	37,52,643	5,70,169	2,47,995	6·61	1,23,711	+1,24,284	44·28	50,00,000	7,66,302	3,33,839	6·68
1911.	13·13	38,28,934	5,58,428	2,50,159	6·53	1,28,262	+1,21,897	44·49	50,00,000	7,34,374	3,29,072	6·58
1912.	13·13	39,14,773	7,09,010	3,18,367	8·13	1,32,749	+1,85,618	44·49	50,00,000	9,09,768	4,08,687	8·17

TABLE II.

Calendar year.	British section. Earnings per mile per week.	British section. Proportion of expenses to earnings.	Native State section. Earnings per mile per week.	Native State section. Proportion of expenses to earnings.
1	1	2	3	4
	Rs.		Rs.	
1889.	117	106·85	117	106·85
1890.	130	118·88	130	118·88
1891.	200	62·50	199	62·50
1892.	226	63·16	195	62·96
1893.	248	69·17	185	69·17
1894.	237	61·98	166	61·97
1895.	209	67·68	138	67·67
1896.	241	61·75	157	61·63
1897.	223	59·84	144	59·84
1898.	284	58·81	181	58·90
1899.	307	59·89	194	59·88
1900.	375	50·12	234	50·06
1901.	430	50·75	254	50·64
1902.	508	51·51	278	49·74
1903.	553	49·48	276	48·84
1904.	583	50·14	279	49·81
1905.	477	48·57	227	48·63
1906	531	50·37	246	50·36
1907.	710	53·04	318	52·96
1908.	630	62·19	265	62·16
1909.	688	57·66	283	57·65
1910.	836	56·50	333	56·44
1911.	885	55·20	317	55·19
1912.	1,124	55·11	393	55·08

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bhopal to Ujjain	11-11-95	113·27	113·27

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—*contd.*

Agreements and contract—

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Bhopal-Parbati section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Parbati-Ujjain section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 2653-I. B., dated the 1st July 1902, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department*, intimating the acceptance by Her Highness the Begum of Bhopal of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, in lieu of those of clause 15 of the agreement of the 4th August 1896, *between Her Highness' Government and the Indian Midland Railway Company*, as to the method of arriving at the working expenses of the Bhopal-Parbati section of the Bhopal-Ujjain railway.

Agreement, dated the 31st January 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of Her Highness the Begum of Bhopal*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

Agreement, dated the 20th March 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Bhopal and Gwalior Durbars for the portions of the railway in their respective territories.

(ii) *Government aid.*—The Bhopal-Parbati section is owned by the Bhopal Durbar, and the Parbati-Ujjain section by the Gwalior Durbar, each of which provides the funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear incidental to the use and working of the railway and works and the conveyance of traffic thereon. The line is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.

(iii) *Terms of working.*—For the Bhopal-Parbati section the charges against its gross receipts for working are as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

For working the Parbati-Ujjain section the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross earnings of the section are also charged with rent for the use of the station and accommodation provided by the Bombay, Baroda and Central India railway at Ujjain Junction station, and with rent for the telegraph lines and instruments when not the property of the section.

(iv) *Distribution of profits.*—The net earnings of the Bhopal-Parbati section belong to the Bhopal Durbar; those of the Parbati-Ujjain section, to the Gwalior Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine agreements and contract.*—
(viii) *Powers of the Durbars to determine agreements.*—

The agreements are terminable, on the expiry of ten years from the dates of opening of the respective sections throughout for all kinds of public traffic, on 12 months' notice in writing given by either party to the other on the 30th June or 31st December in any year.

(ix) *Term of agreements and contract.*—Ten years, or as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge), whichever shall first fall in from the date of opening of the respective sections throughout for all kinds of public traffic.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$. GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895 .	113·52	69,69,331	1,958	979	0·01	...	50·00
1896 .	113·52	77,77,604	3,69,114	1,80,218	2·32	63	51·17
1897 .	113·52	75,36,180	3,72,537	1,84,660	2·45	63	50·40
1898 .	113·27	75,85,789	4,16,940	2,05,051	2·70	71	50·82
1899 .	113·27	76,54,290	5,82,341	2,77,911	3·63	99	52·28
1900 .	113·27	76,88,020	9,46,349	4,65,681	6·06	161	50·79
1901 .	113·27	77,61,569	5,45,956	2,62,044	3·38	93	52·00
1902 .	113·27	78,02,855	5,82,063	2,77,202	3·55	99	52·36
1903 .	113·27	78,11,402	4,44,766	2,14,841	2·75	76	49·85
1904 .	113·27	78,14,670	4,54,721	2,17,562	2·78	77	49·99
1905 .	113·27	78,35,712	6,06,240	2,96,639	3·79	103	51·23
1906 .	113·27	78,51,048	6,86,799	3,31,924	4·23	117	51·67
1907 .	113·27	78,58,669	7,31,578	3,74,678	4·77	133	52·06
1908 .	113·27	78,62,989	7,70,325	3,45,421	4·39	131	55·16
1909 .	113·27	78,72,658	8,23,957	3,82,457	4·86	143	53·58
1910 .	113·27	78,73,354	8,65,310	4,05,340	5·15	147	53·16
1911 .	113·27	78,77,088	9,59,356	4,55,954	5·79	163	52·47
1912 .	113·27	78,78,601	10,76,999	5,17,442	6·57	183	51·96

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
From the joint boundary of the Midland section of the Great Indian Peninsula and Bina-Goona-Baran railways, a point, 2·00 miles from the centre of Bina station, to Goona.	29-9-95	71·71	
From centre of Goona station (mile 216—3,402 feet) to end of Baran station (mile 290—2,850 feet).	15-5-99	73·90	145·61

Details of construction—

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails, 59·90 miles on deodar sleepers and 85·73 miles on transverse steel sleepers, State railway pattern.

Ballast.—The line is ballasted with broken stone and laterite.

Fencing.—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 125.

Agreements and contract—

Agreement, dated the 15th July 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Bina-Goona section of the Bina-Goona-Baran railway as part of the Company's undertaking, (with clause 13 thereof modified as to *maintenance of telegraphs* under the authority of the letter *from the Government of India to the Honourable the Agent to the Governor General for Central India*, No. 596-R. T., dated the 20th June 1899).

Agreement, dated the 20th February 1899 (called the principal contract), *between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Chabra-Baran section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Agreement, dated the 27th February 1899 (called the principal contract), *between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company*, as to the management, maintenance and working, by the Company, of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway as part of the Company's undertaking.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5.}}{\text{Sub-heads } (a) \text{ to } (k)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—*contd.*

Agreements and contract—*concld.*

Agreement, dated the 12th May 1899 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Goona-Dharnaoda section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 3529 I. B., dated the 20th September 1901, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department*, intimating the acceptance by the Kotah and Tonk Durbars of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, in lieu of those of the contracts of the 20th and 27th February 1899, *between the Kotah and Tonk Durbars and the Indian Midland Railway Company*, as to the method of arriving at the working expenses, respectively, of the Chabra-Baran and Dharnaoda-Chabra sections of the Bina-Goona-Baran railway.

Agreements, dated the $\frac{\text{16th March}}{\text{17th April}}$ $\frac{}{\text{29th June}}$ 1905, *between the Government of His Highness the Maharaja Scindia of Gwalior and the Government of His Highness the Nawab of Tonk*, as to the purchase, by the former from the latter, of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway.

Agreement, dated the 12th January 1911, *between the Secretary of State and the Government of His Highness the Maharao of Kotah*, supplemental to the agreement of the 20th February 1899, *between the Kotah Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 15th July 1896, *between the Gwalior Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of July 1896.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 12th May 1899, *between the Gwalior Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 27th February 1899, *between the Tonk Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1899.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the several Native States for the portions of the railway in their respective territories.

(ii) *Government aid.*—The Bina-Goona, Goona-Dharnaoda, and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar, each of which provides funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear and incidental to the use and working of the railway and works and the conveyance of traffic thereon. The railway is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland railway system of the Company's undertaking.

(iii) *Terms of working.*—For working the Bina-Goona section, the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross receipts of the section are also charged with rent for works, etc., in sole and joint use at Bina junction as laid down in clause 10 of the agreement of the 15th July 1896, and with rent for telegraph lines and instruments when not the property of the railway.

For working the Goona-Dharnaoda section, the Great Indian Peninsula Railway Company retains out of its gross receipts a sum which bears the same proportion to the entire gross receipts of the section as the aggregate working expenses of the Indian Midland railway system as a whole (including the Goona-Dharnaoda section) bears to the gross receipts of that system, for each half-year, subject to a limit of 50 per cent of the gross earnings of the section.

For the Dharnaoda-Chabra and Chabra-Baran sections the charges, against the gross receipts of those sections, for working, are as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(iv) *Distribution of profits.*—The net receipts of each section are paid over to the Durbar to which such section belongs.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine agreements.*—
(viii) *Power of the Durbars to determine agreements.*—
(ix) *Term of agreements.*—

} As noted under 5 (*e*), Bhopal-Ujjain railway (5′ 6″ gauge).

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895 .	72·18	49,81,035	48,701	22,198	...	19	54·42
1896 .	72·18	54,16,074	91,140	36,821	0·68	24	59·60
1897 .	71·74	87,73,621	1,02,386	43,446	0·50	27	57·57
1898 .	71·74	97,66,068	1,30,004	58,040	0·59	35	55·36
1899 .	145·21	99,31,680	2,67,350	1,26,108	1·27	43	52·83
1900 .	145·21	1,00,21,605	4,31,847	2,20,490	2·20	57	49·29
1901 .	145·39	1,00,43,286	2,52,716	1,22,970	1·22	33	51·34
1902 .	145·63	99,14,442	2,35,825	1,12,945	1·14	32	52·71
1903 .	145·63	99,62,459	3,21,585	1,55,600	1·56	42	49·49
1904 .	145·63	99,87,016	3,91,886	1,90,897	1·91	52	51·28
1905 .	145·63	99,90,394	3,68,669	1,81,269	1·81	49	50·83
1906 .	145·63	99,94,053	4,90,644	2,41,081	2·41	65	50·72
1907 .	145·63	99,94,424	5,63,802	2,71,691	2·72	74	51·81
1908 .	145·63	99,96,363	4,13,370	1,88,397	1·88	55	54·42
1909 .	145·63	1,00,08,750	2,79,897	1,27,960	1·28	37	54·28
1910 .	145·61	1,00,13,493	3,28,511	1,53,287	1·53	43	53·34
1911 .	145·61	1,00,32,562	3,87,036	1,81,472	1·81	51	53·11
1912 .	145·61	1,00,34,004	5,24,546	2,50,969	2·50	69	52·16

5 (*g*) Gwalior Light railway (2′ 0″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Gwalior-Sipri section—				
Gwalior to Sipri	2-12-99	73·81	73·81	
Gwalior-Bhind section—				
Gwalior to Bhind	2-12-99	52·33	52·33	
Gwalior-Sheopur Kalan section—				
Gwalior to Jora Alapur	1-1-04	31·34		
Jora Alapur to Sabalgarh	1-12-04	26·05		
Sabalgarh to Birpur	1-11-08	19·55		
Birpur to Sheopur Kalan	15-6-09	46·88		
			123·82	
				249·96

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sâl and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve in station yards has a radius of 147 feet. The sharpest curve out of stations has a radius of 287 feet.

Gradients.—The ruling gradient is 1 in 60.

Agreement—

Dated the 1st January 1904, *between the Government of His Highness the Maharaja Scindia of Gwalior and the Great Indian Peninsula Railway Company*, as to the working by the Company of the trains and traffic of the Gwalior Light railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads } (a) \text{ to } (k)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*g*) Gwalior Light railway (2′ 0″ gauge)—*concld.*

Main provisions of agreement.—

(i) *Land.*—Provided by the Gwalior Durbar free of cost.

(ii) *Government aid.*—The Gwalior Light railway is the property of the Gwalior Durbar by whom it was constructed and is maintained and stocked. The working of the trains and traffic of the line is under the control of the Great Indian Peninsula Railway Company.

(iii) *Terms of working.*—From the gross receipts (which are collected and treated as receipts of the Great Indian Peninsula Railway Company) are deducted the actual expenditure in the Traffic and Audit departments, for station and train staff, audit clerks, on printing and stationery and stores consumed on the Gwalior Light railway and all other expenses connected therewith, with an additional 10 per cent on the total to cover supervision and general charges outside the Accounts, *plus* 5 per cent per annum as rent for structures, machinery and plant, including furniture, and 7½ per cent for ballast, permanent-way, etc., including their estimated maintenance and renewal for the exclusive use of the Gwalior Light railway, and 1 per cent for the use of joint structures, machinery and plant within the Company's boundary and in the Gwalior station yard.

(iv) *Distribution of profits.*—The net receipts are paid over to the Gwalior Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge), except that no special provision is made for (*b*), and that no alteration is to be made in the maxima and minima rates without the special sanction of His Highness' Government.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*—
(ix) *Term of agreement.*—

} Either party may terminate the agreement by giving six months' notice.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	126·14	22,79,267	4,094	—4,113	...	6	258·32
1900	126·14	27,10,557	84,617	—187	...	13	100·16
1901	126·14	31,00,762	82,227	—520	...	13	100·63
1902	126·14	39,77,104	1,09,577	9,346	0·23	17	91·47
1903	126·14	41,76,953	1,66,002	68,226	1·63	25	58·90
1904	183·53	46,62,993	1,83,284	52,501	1·13	22	71·36
1905	183·53	54,72,847	1,89,735	52,745	0·96	20	72·20
1906	183·53	57,87,428	2,58,222	1,12,211	1·94	27	56·54
1907	183·53	63,00,518	3,08,791	1,15,709	1·84	32	62·52
1908	203·03	66,13,092	2,61,725	99,262	1·50	25	62·07
1909	249·96	68,19,209	2,53,537	85,063	1·25	20	66·32
1910	249·96	68,57,494	3,69,295	1,74,444	2·54	28	52·76
1911	249·96	67,47,029	4,05,871	1,71,420	2·54	31	57·76
1912	249·96	67,67,204	5,13,976	2,27,870	3·37	40	55·67

5 (*h*) Matheran Light railway (2′ 0″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Neral to Matheran	22-3-07	12·61	12·61

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on half-round teak and other wood sleepers.

Ballast.—Broken stone.

Fencing.—Not fenced.

Curves.—The sharpest curve is of 60 feet radius.

Gradients.—The gradient is 1 in 20 compensated.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (k)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*k*) Matheran Light railway (2′ 0″ gauge)—*concld.*

Local Government Order and agreement—

The Matheran Tramway order published under the Bombay Government, Public Works Department (Railway), Notification No. 34, dated the 28th July 1904, authorising the construction, maintenance and working of the Matheran Tramway by the Promoter.

Agreement, dated the 30th October 1909, *between the Matheran Steam Light Tramway Company and the Great Indian Peninsula Railway Company*, as to the control of traffic and working, by the latter, of the tramway.

Main provisions of Local Government Order and agreement—

(i) *Land.*—Government land was provided free of cost. Private land to be acquired by the Government at the expense of the Tramway Company.

(ii) *Government aid.*—The line is the property of the Matheran Steam Light Tramway Company, who provide all rolling-stock, locomotives, machinery and plant, and maintain the way and works; the working of traffic, train arrangements, and the keeping and auditing of the Revenue Accounts being under the control of the Great Indian Peninsula Railway Company.

(iii) *Terms of working.*—The gross receipts are treated as those of the Great Indian Peninsula Railway Company, which retains thereout the actual expenditure incurred by it, including the cost of stores consumed on the Matheran tramway, in the Traffic and Audit Departments, and for station and running staff, printing, stationery and all other expenses connected therewith, *plus* 5 per cent per annum as rent on the actual cost of new structures, machinery, plant and furniture, and 7½ per cent per annum for ballast, permanent-way, etc., including maintenance and renewal, for the sole use of the tramway, with a certain proportion (based on the weight of local and interchanged traffic) of the annual rent, at the rates above noted, for new joint works, etc.

(iv) *Distribution of profits.*—The net receipts are to be paid over to the Tramway Company.

(v) *Rates and fares.*—To be within the maxima sanctioned in the Tramway Order, the rules, conditions, etc., in respect thereto being the same as obtain on the Great Indian Peninsula railway.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of the Railway Company to determine agreement.*—
(viii) *Power of the Tramway Company to determine agreement.*— } Terminable on the 30th June or 31st December in any year on six months' notice by either party to the other.
(ix) *Term of agreement.*—

Government may purchase the Tramway Company's undertaking as a going concern on the 1st January 1940, or at the expiration of any subsequent period of five years, for a sum representing the aggregate of 25 times the average of its net earnings for the three calendar years immediately preceding the date of purchase.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 .	12·61	10,11,300	17,529	—12,783	...	55	172·92
1908 .	12·61	10,55,007	53,410	6,456	0·30	117	84·17
1909 .	12·61	11,12,071	64,873	27,612	2·48	144	57·44
1910 .	12·61	11,34,119	55,951	13,513	1·19	125	75·85
1911 .	12·61	11,36,563	74,352	39,483	3·47	153	46·90
1912 .	12·61	11,38,245	78,089	36,634	3·25	163	53·09

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*concld.***

5 (*i*) Dhond-Baramati railway (2′ 6″ gauge)—

In Railway Board's letter No. 2912-R.C., dated the 2nd November 1912, orders were issued to the Administration of the Great Indian Peninsula railway to proceed with the construction of this line on behalf of Mr. G. R. Godbole, Civil Engineer.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dhond to Baramati (sanctioned on 2nd November 1912)	...	27·33	27·33

5 (*j*) Murtajapur-Ellichpur railway (2′ 6″ gauge)—

In Railway Board's letter No. 1158-R.G., dated 14th December 1910, orders were issued to the Administration of the Great Indian Peninsula railway to proceed with the construction of this line on behalf of Messrs. Killick, Nixon and Company.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Murtajapur to Ellichpur (sanctioned on 14th December 1910)	...	46·67	46·67

5 (*k*) Murtajapur-Yeotmal railway (2′ 6″ gauge)—

In Railway Board's telegram No. 918-R.C., dated the 9th April 1912, orders were issued to the Administration of the Great Indian Peninsula railway to proceed with the construction of this line on behalf of Messrs. Killick, Nixon and Company.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Murtajapur to Yeotmal (sanctioned on 9th April 1912)	...	71·08	71·08

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (a) \text{ to } (m).}$ **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—**

Chairman.—Colonel Sir William S. S. Bisset, K.C.I.E.
Secretary.—Lieut-Col. H. Bonham-Carter.
Offices.—91, York Street, Westminster, S.W.

The former Madras Guaranteed Railway Company's contract having expired on the 31st December 1907, the Secretary of State for India, on the 1st January 1908, made over the then existing Madras railway (with the exception of the Jalarpet-Mangalore section), together with the 3′ 3⅜″ gauge sections of the South Indian railway from Katpadi to Gudur and Pakala to Dharmavaram, to the Southern Mahratta Railway Company for working, the enlarged Company being styled the Madras and Southern Mahratta Railway Company.

Lines comprised in the system—

The Madras and Southern Mahratta railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)	1,031·73	...	1,031·73
(*b*) Kolar Gold-fields railway (5′ 6″ gauge)	9·83	...	9·83
(*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)	1,520·80	...	1,520·80
(*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)	51·80	...	51·80
(*e*) Birur-Shimoga railway (3′ 3⅜″ gauge)	37·92	...	37·92
(*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge)	32·00	...	32·00
(*g*) Hindupur (Yeswantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)	51·35	...	51·35
(*h*) Kolhapur railway (3′ 3⅜″ gauge)	29·27	...	29·27
(*i*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)	15·80	...	15·80
(*j*) Mysore-section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)	296·22	...	296·22
(*k*) Sangli railway (3′ 3⅜″ gauge)	4·90	...	4·90
(*l*) West of India Portuguese railway (3′3⅜″ gauge)	51·10	...	51·10
(*m*) Bowringpet-Kolar railway (2′ 6″ gauge)	...	11·00	11·00
Total	3,132·77	11·00	3,143·77

Running powers—

Foreign lines over home line—

Bengal-Nagpur railway, Waltair to Vizagapatam (including the wharf and swamp lines)	for passenger and goods trains.	4·97
Nizam's Guaranteed State railway, outer signal at Bezwada to Bezwada station		0·89
South Indian railway, over whole or any part of the Madras-Bangalore section		219·00
	Total	224·86

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—

The Madras and Southern Mahratta 5′ 6″ gauge railway is defined to be the former Madras railway (with the exception of the Jalarpet-Mangalore section), and the southern section of the former East Coast railway (called the North-East line of the former Madras railway).

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
SOUTH-WEST LINE—					
Main line—					
Madras to Veyasarpandy	7-4-73	2·16			
Veyasarpandy to Walajah Road (Arcot)	1-7-56	63·22			
Walajah Road (Arcot) to Katpadi	7-5-57	14·96			
Katpadi to Gudiyattam	19-5-58	15·36			
Gudiyattam to Ambur	16-1-60	17·01			
Ambur to Vaniyambadi	1-2-60	9·98			
Vaniyambadi to Jalarpet	23-5-60	9·86			
			132·55		
Branches—					
Rayapuram branch—					
Veyasarpandy to Rayapuram	1-7-56	2·16			
Rayapuram to Beach	22-1-00	1·03			
Washermenpet to Basin bridge	15-3-07	1·05			
			4·24		
Ranipet branch—					
Walajah Road (Arcot) to Ranipet	17-4-99	4·17			
			4·17		
Bangalore branch—					
Jalarpet Junction to Bangalore Cantonment	1-8-64	84·27			
Bangalore Cantonment to Bangalore City	1-7-82	3·05			
			87·42		
				228·38	
NORTH-WEST LINE—					
Main line—					
Arkonam to Nagari	4-3-61	17·27			
Nagari to Puttur	8-12-61	9·39			
Puttur to Renigunta	15-9-62	14·46			
Renigunta to Reddipalle	1-10-64	38·02			
Reddipalle to Cuddapah	1-9-65	39·59			
Cuddapah to Muddanuru	1-8-66	34·31			
Muddanuru to Tadpatri	1-9-68	32·07			
Tadpatri to Gooty	1-8-69	29·72			
Gooty to the Tungabhadra river	12-12-70	75·33			
Tungabhadra to Raichur	15-3-71	17·92			
			308·28	308·28	
Carried over	...	...	...	536·66	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward ...	...	...	...	536·66	
NORTH-EAST LINE—					
Main line—					
Basin bridge to Korukkupettai	15-3-07	0·85			
Washermenpet to Ennur	22-2-96	8·25			
Ennur to Gudur	23-2-99	75·25			
Gudur to Nellore	*1-11-88	23·75			
Nellore to Kistna Canal	20-12-98	155·00			
Kistna Canal to Bezwada	15-7-97	3·06			*The date of opening of the original 3′ 3½″ gauge line, which was converted to, and opened on, the 5′ 6″ gauge on the 1st November 1899.
Bezwada to Kovvur	20-2-93	88·24			
Kovvur to Rajahmundry	6-8-09	4·69			
Rajahmundry to the Junction point near Waltair	15-7-93	119·80			
Simhachalam Junction point near Waltair station to Waltair.	15-7-93	4·25			
			483·14		
Branches—					
Samalkot Junction to Cocanada port branch	15-7-93	2·75			
Waltair to end of branch near Vizagapatam station	15-7-93	2·18	11·93	495·07	
TOTAL MADRAS AND SOUTHERN MAHRATTA (5′ 6″ gauge).	...	...	...	1,031·73	
DOUBLE LINE—					
Washermenpet to Basin bridge	15-3-07	1·05			
Washermenpet to Veyasarpandy	14-9-01	1·02			
Madras to Veyasarpandy Junction	7-4-73	2·16			
Veyasarpandy Junction to Perambur	7-2-74	1·30			
Perambur to Avadi.	1-5-77	9·54			
Avadi to Tiruvallur.	20-7-77	12·89			
Tiruvallur to Arkonam	28-8-77	16·52			
Bengal-Nagpur railway north outer signal to north facing point at Waltair.	...	0·46			
			44·94		

Details of construction—

Permanent-way.—The South-West line up to Bangalore, the North-West line up to mile 230 and North-East line up to mile 14 are laid with 80-lb. bull-headed steel rails on cast iron pots each weighing 112 lbs. From mile 230 to Raichur the North-West line is laid with 75-lb. double-headed steel rails. The rest of the North-East line from mile 14 is laid with 75-lb. flat-footed steel rails on wooden and pea-pod steel sleepers. The wooden sleepers are gradually being renewed by cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the latter.

Fencing.—The line is fenced throughout on the North-West and South-West lines and on the North-East line only in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Jalarpet is 1 in 159; between Jalarpet and Bangalore, 1 in 80 (except at Kuppam Ghat where it is 1 in 68 and between Bangalore cantonment and Bangalore city there is a gradient of 1 in 78); between Walajah Road and Ranipet, 1 in 150; between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 60); between Madras and Bezwada, 1 in 200; and between Bezwada and Waltair, 1 in 150.

Contracts—

Dated the 1st June 1882 (called the original contract), *between the Secretary of State and the former Southern Mahratta Railway Company,* as to the construction and working of a system of railways in the South Mahratta country to be called the Southern Mahratta railway.

Dated the 28th October 1885 (supplemental to that of 1882), *between the Secretary of State and the former Southern Mahratta Railway Company,* as to the construction and working of the West Deccan railway.

Dated the 31st August 1887 (supplemental to those of 1882 and 1885), *between the Secretary of State and the former Southern Mahratta Railway Company,* as to the construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

Dated the 31st August 1887 (supplemental to those of 1882, 1885 and 1887), *between the Secretary of State and the former Southern Mahratta Railway Company,* as to the construction, maintenance and working of the Mysore State railway.

Dated the 27th February 1889 (supplemental to those of 1882, 1885 and 1887), *between the Secretary of State and the former Southern Mahratta Railway Company,* as to the completion and working of the Bellary-Kistna railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Contracts—*contd.*

Dated the 21st August 1898 (supplemental to those of 1882, 1885, 1887 and 1889), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the working of the British section of the Guntakal-Yesvantpur railway.

Dated the 8th April 1903 (supplemental to those of 1882, 1885, the secondly mentioned contract of 1887, and that of 1889), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contracts subject to the variations and modifications thereof as therein set forth.

Dated the 16th March 1911, *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, supplemental to, and in amendment of certain particulars in, that of 1908.

Despatch from the Secretary of State, No. 66 Railway, dated the 12th August 1912, in regard to the issue of further capital by the Company.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—(*a*) Interest in sterling is guaranteed at 3½ per cent per annum on the nominal amount of capital stock, for the time being, of the Company, and is payable half-yearly by the Secretary of State, the Government being entitled to retain out of the Company's share of surplus profits for the year the rupee-equivalent of this interest. If the Company's share for the year be less than the guaranteed interest, the deficiency is not to be made good out of the Company's share of a subsequent year.

(*b*) Moneys for capital expenditure are provided at the Secretary of State's option, either by advances made by him, or by the issue of debentures or debenture stock or further capital stock of the Company : such issues can only be made with the Secretary of State's approval.

(*c*) Debentures falling due are discharged by advances made by the Secretary of State.

[NOTE.—The advances made by the Secretary of State under (*b*) and (*c*) above are, until repaid, treated as further capital contributed by him. All money raised by the Company on debentures or debenture stock or capital stock are applied, in the first place, to the repayment of these advances, and these advances will be first cancelled which, instead of participating in profits, bear interest at a fixed rate of 4 per cent as explained in (iii) (*c*) below.]

(*d*) Interest due on debentures or debenture stock is paid in sterling by the Secretary of State.

[NOTE.—The rupee-equivalent of this interest is repaid to the Secretary of State out of the net earnings of each half-year.]

(iii) *Distribution of profits.*—After deducting, from the gross earnings of the Company's and State lines for the half-year, the working expenses (which include the contributions made under the rules to the Provident Fund and the haulage payable to the South Indian railway), the net earnings are applied :—

(*a*) in payment of rebate to the South Indian railway and to the Bezwada-Masulipatam railway, if any [see parenthetical note under (*d*) below] ;

(*b*) in repayment to the Secretary of State of the interest paid on debentures [see (ii) (*d*) above]. But the undertaking is to be credited half-yearly with a sum equal to the guaranteed interest paid on the average amount, if any, held by the Secretary of State during the half-year, of the unexpended balances of issues of capital made for the purposes of the undertaking ;

(*c*) in payment of interest from 1st July 1912 at a fixed rate of 4 per cent on advances made by the Secretary of State [under (ii) (*b*) and (ii) (*c*) above] up to an amount of £ 2,000,000 ; and,

(*d*) the surplus is divided between the Secretary of State and the Company in proportion to the respective shares in which the capital, for the time being, (excluding debenture capital) has been contributed by them. The Secretary of State's capital is taken at a sum of £ 11¼ millions, to which is added the amount up to date of his advances less the £ 2 millions referred to in (iii) (*c*) above. The Company's capital is taken at £ 5 millions the amount for the time being of their *share* capital.

[NOTE.—25 per cent of the gross earnings derived by the Madras-Bangalore section from traffic carried over that section in South Indian railway trains is payable as haulage to the South Indian railway. In addition, the South Indian railway receive a rebate of 25 per cent of the gross earnings derived by the Madras-Bangalore section from the traffic interchanged between that section and the Jalarpet-Mangalore section, *viâ* Jalarpet.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—***concld.***

Main provisions of contracts—*concld.*

The terms of the rebate payable to the Bezwada-Masulipatam railway are given under sub-head 6 (*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge), (iii) and (iv).]

(iv) *Rates and fares.*—Maxima and minima for each class and description of passengers and goods are fixed by the Government, who also prescribe the several classes and descriptions. If the Government require the Company to reduce the rates for salt below those in force on the 28th June 1908, the Company are to be compensated for any loss ensuing.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed on the same general conditions and at the rates in force on State railways of similar gauge.

(vi) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of the Government, which may determine the contract on the 31st December 1937, or on the 31st December in any succeeding fifth year reckoning from that date, by giving to the Company in London not less than twelve months' previous notice. Upon the termination of the contract the Company are to give the Government the possession of the railway; and the Government is to pay the Company a sum equal to the nominal amount of its share capital, *viz.*, £5,000,000, and of any additional paid up capital stock that may have been issued for the purpose of the Company's and State lines.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—The contract is determinable only as noted under (vi) above.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	1,031·73	16,69,79,297	1,64,22,663	44,96,942	2·69	306	72 62
1909	1,031·73	17,06,51,720	1,79,33,395	72,97,315	4·28	334	59·31
1910	1,031·78	17,37,06,686	1,88,12,095	80,98,571	4·66	351	56·98
1911	1,031·73	17,73,67,663	1,96,36,910	89,15,549	5·03	366	54·60
1912	1,031·73	17,80,88,189	2,16,88,462	1,03,95,264	5·84	404	52·07

6 (*b*) Kolar Gold-fields railway (5′ 6″ gauge)—

The railway was constructed by the Mysore Durbar in order to provide facilities for the gold-fields.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bowringpet to Marikuppam	1-6-94	9·88	9·88

Details of construction—

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.
Ballast.—The line is ballasted with stone and sand, chiefly the former.
Fencing.—The line is fenced throughout.
Curves.—There are no curves with a radius of less than 1,000 feet.
Gradients.—The ruling gradient is 1 in 66.

Agreement and contract—

Agreement, dated the 1st July 1902, *between the Mysore Government and the former Madras Railway Company*, as to working and maintenance with effect from 1st January 1901.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*b*) Kolar Gold-fields railway (5′ 6″ gauge)—*concld.*

Agreement and contract—*concld.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of its own undertaking.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Maintenance and working expenses are calculated at the same proportion of the gross earnings of the Branch as obtains on the Company's system, as a whole, including the Branch. But in the case of accident or damage caused by extraordinary casualty, *e.g.*, by floods, each party bears its own cost of repairs, such cost being eliminated from the Company's revenue account before the percentage of working expenses referred to above is arrived at. The Company work the Branch for the maintenance and working expenses as above, *plus* cost of new minor works and 5 per cent of the gross earnings of the Branch for the use of rolling-stock, *plus* the amount due by the Branch for use of the joint station at Bowringpet. In addition the Company receive $\frac{1}{10}$th of the balance which remains after payment of interest on the capital expenditure of the Branch incurred after 31st December 1907. Besides the "ordinary" contribution to the Provident Fund, the Branch is liable, when it earns more than 4 per cent on its capital outlay, for a further contribution amounting to the difference between the "ordinary" contribution and 1 per cent of its net receipts.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Bullion and coin.— } The same as from time to time obtain on the Company's lines.

(vii) *Power of the Government to determine agreement.*—Nil.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Durbar to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December of any year.

(x) *Power of the Durbar to determine contract.*—Nil.

(xi) *Power of the Company to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December in any year; and also to withdraw from the agreement if sanction be accorded to the construction of a competing line to the gold-fields.

(xii) *Power of the Company to surrender contract.*—Nil.

(xiii) *Term of agreement.*—Not specified.

(xiv) *Term of contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	9·88	11,62,504	2,07,257	75,237	6·47	403	63·70
1904	9·88	11,73,128	2,44,744	89,230	7·61	476	63·54
1905	9·88	11,87,864	1,88,402	67,600	5·69	367	64·12
1906	9·88	11,96,520	2,00,400	68,275	5·71	390	65·93
1907	9·88	12,02,068	2,11,153	55,749	4·64	411	73·60
1908	9·88	12,07,880	1,98,191	51,695	4·23	386	74·22
1909	9·88	12,09,189	1,59,004	52,739	4·36	309	66·85
1910	9·88	12,06,363	1,55,747	54,733	4·51	303	64·86
1911	9·88	12,06,678	1,74,398	63,927	5·30	339	63·34
1912	9·88	12,06,695	1,53,344	58,791	4·87	298	61·66

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—

The Madras and Southern Mahratta 3′ 3⅜″ gauge railway is the former Southern Mahratta railway in amalgamation with the sections (Pakala to Dharmavaram and Katpadi to Gudur) of the South Indian railway taken over, and the lines formerly known as the Bellary-Rayadrug, Hospet-Kottur and Guntakal-Mysore Frontier railways.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Frontier to Castle Rock	3-2-88	3·63			
Castle Rock to Deuli	15-6-87	2·75			
Deuli to Dharwar	24-1-87	56·00			
Dharwar to Hospet	1-7-85	101·25			
Hospet to Bellary	24-3-84	40·51			
Bellary to Guntakal*	16-5-87	29·99			
Guntakal to Nandyal	11-7-87	90·25			* This section was opened throughout in 1871 as a 5′ 6″ gauge branch of the former Madras railway, but was subsequently made over to the former Southern Mahratta Railway Company on 1st February 1887 and converted to 3′ 3⅜″ gauge on the 16th May 1887.
Nandyal to Cumbum	15-6-90	63·18			
Cumbum to Tadepalli	3-10-89	122·41			
Tadepalli to Bezwada	...	2·97			
			512·94		
Branches—					
Harihar branch—					
Hubli to Harihar	18-10-86	81·00			
			81·00		
Bijapur branch—					
Gadag to Hotgi	1-8-84	173·08			
			173·08		
Poona branch—					
Londa to Belgaum	21-3-87	33·00			
Belgaum to Miraj	22-12-87	85·88			
Miraj to Koregaon	2-5-87	76·00			
Koregaon to Ghorpuri	18-11-86	83·07			
Ghorpuri to Poona	4-10-90	0·91			
			278·86		
Guntakal-Mysore Frontier branch—					
Guntakal to Dharmavaram	1-3-92	62·95			
Dharmavaram to Hindupur	23-4-93	49·28			
Hindupur to Mysore Frontier	17-7-93	7·27			
			119·50		
Bellary-Rayadrug branch—					
Bellary to Rayadrug	1-7-05	33·35			
			33·35		
Hospet-Kottur branch—					
Hospet to Kottur	1-4-05	43·06			
Ramandrug to Ramanamalai	1-12-06	4·97			
Nagalapuram to Fortwall	24-5-09	2·84			
Fortwall to Kanivihalli	1-10-10	6·79			
			57·66		
Katpadi-Dharmavaram branch—					
Katpadi to Pakala	18-3-91	39·48			
Pakala to Vayalpad	1-1-92	46·69			
Vayalpad to Dharmavaram	20-3-92	94·14			
			180·31		
Pakala-Gudur branch—					
Pakala to Tirupati West	18-3-91	25·05			
Tirupati West to Gudur	15-9-87	59·05			
			84·10		
Total Madras and Southern Mahratta (3′ 3⅜″ gauge).	...	...	...	1,520·80	

Details of construction—

Permanent-way.—The rails in use are of 41¼-lb., 50-lb., 60-lb., and 62-lb., flat-footed steel. The sleepers are teak, sal, jamba, pine and Australian eucalyptus and steel trough.

Ballast.—The line is ballasted with stone, gravel, sand and moorum.

Fencing.—The lines from Hospet to Kottur and Bellary to Rayadrug are unfenced, those from Pakala to Dharmavaram and Katpadi to Gudur are fenced only at stations, and the rest are partially fenced.

Curves.—The sharpest curve (situated on the section between Bellary and Rayadrug) is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 100, except on the Braganza Ghats (between miles 0 and 3 on the main line) and between Ramandrug and Kanivihalli, where the gradient is 1 in 40, and on the sections between Hospet and Kottur and Bellary and Rayadrug, where it is 1 in 60.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—*concld.*

Contracts—

This line forms part of the Madras and Southern Mahratta projected railway within the meaning of the original contract of the 1st June 1882, as supplemented by the principal contract of the 26th June 1908, the main provisions of which are stated under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working—

	Table I. Includes the Madras and Southern Mahratta railway (5′ 6″ gauge), 6(*a*.)									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1908	2,542·85	29,65,72,872	2,82,50,979	97,95,440	3·30	85,17,070	59,81,910	5,84,312	—52,86,852	214	65·32
1909	2,545·74	30,21,58,743	2,97,72,171	1,19,36,693	3·95	91,55,944	73,25,715	5,58,508	—51,03,474	225	59·91
1910	2,552·53	30,63,87,664	3,11,30,143	1,30,92,155	4·27	92,09,791	73,25,715	8,19,124	—43,23,475	235	57·94
1911	2,552·53	31,14,03,239	3,28,29,664	1,41,77,381	4·55	94,61,902	73,25,730	11,05,276	—37,15,527	247	56·32
1912	2,553·53	31,27,38,275	3,53,32,019	1,61,26,469	5·16	96,17,034	73,25,715	16,44,270	—24,60,550	266	54·36

6 (*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bezwada to Masulipatam	4-2-08	49·47	
Masulipatam to Masulipatam Port (Tidal Lock)	1-1-09	2·33	
			51·80

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on teak sleepers.
Ballast.—The line is ballasted 30 miles with stone and the remainder with sand.
Fencing.—The station yards only are fenced.
Curves.—The radius of the sharpest curve is 717 feet between Masulipatam and Tidal Lock.
Gradients.—The ruling gradient is 1 in 200.

Agreement and contract—

Agreement, dated the 4th February 1908, *between the District Board of Kistna and the Madras and Southern Mahratta Railway Company*, as to maintenance and working, having effect from the 4th February 1908, the date of opening of the Branch.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Government free of cost.

(ii) *Government aid.*—
(iii) *Terms of working.*—
(iv) *Distribution of profits.*—

The line (which is the property of the District Board of Kistna) is maintained and worked as an integral part of the Company's system by the Madras and Southern Mahratta Railway Company, who provide the rolling-stock and other appliances, etc., necessary thereunto.

For these services the Company is to receive half-yearly 45 per cent of the gross earnings of the Branch; the balance, after meeting the cost of new minor works, being handed over to the District Board.

By way of rebate the Company is to pay to the District Board, in respect of and at the end of each calendar year, such a sum not exceeding in any year 10 per cent of the share attributable to the Company's system of the gross earnings from traffic (except stores) interchanged between the Company's system and the Branch railway as shall, together with the net earnings of the Branch

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contract—*concld.*

for such year, make up an amount equal to interest for the year at the rate of 3¼ per cent on the actual expenditure charged in its capital account.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.—
} The same as from time to time obtain on the Madras and Southern Mahratta railway.

(vii) *Power of the Government to determine agreement.*—By purchase of the Branch line at the expiry of 30 years, or at subsequent periods of 10 years, on twelve months' notice given, at a price 25 times the yearly average net earnings, excluding rebate payments, of three years preceding purchase, subject to a maximum price of 120 and a minimum of 100 per cent of cost price on a rupee basis.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Kistna District Board to determine agreement.*—
(x) *Power of the Kistna District Board to determine contract.*—
} Nil.

(xi) *Power of the Company to determine agreement.*—
(xii) *Power of the Company to surrender contract.*—
} Nil.

(xiii) *Term of agreement* [*if not determined under* (vii)].—Not specified.

(xiv) *Term of contract* [*if not determined under* (viii)].—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	49·47	20,02,813	2,72,333	1,49,783	7·48	117	45·00
1909	51·80	21,24,465	3,29,527	1,80,804	8·51	122	45·13
1910	51·80	21,56,748	3,07,417	1,66,821	7·73	114	45·73
1911	51·80	21,82,641	2,89,551	1,57,954	7·24	107	45·45
1912	51·80	21,98,743	3,31,267	1,81,732	8·27	123	45·14

6 (*e*) Birur-Shimoga railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Birur to Shimoga	1-12-99	37·92	37·92

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Agreement and contract—

Agreement, dated the 2nd December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company*, as to maintenance and working the Shimoga railway, with effect from 1st December 1899, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*e*) Birur-Shimoga railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of its own undertaking.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Maintenance and working expenses are calculated at the same proportion of the gross earnings of the Shimoga railway as (excluding the cost of new minor works attributable to the Mysore State lines and debitable direct to each of those railways to which the works pertain) obtains on the Company's system as a whole, *plus* 5 per cent* of the gross earnings of the Shimoga railway for the use of the Company's rolling-stock with effect from 1st July 1908, *plus* the cost of new minor works, in each half-year. And in addition thereto the Company is, as from the 1st July 1908, entitled to $\frac{1}{10}$th of the surplus of the net earnings of the Shimoga railway, after payment thereout of the interest payable on any capital expenditure incurred in respect of that line after the 31st December 1907. The residue is to be paid by the Company to the Durbar.

* For the purpose of assessing this charge the *average* gross earnings of the Shimoga railway for the first halves of 1909 and 1910 are taken as the basis of calculation in arriving at future charges for each first half-year, and similarly the average gross earnings of the second halves of 1909 and 1910 are taken as the basis of future charges for each second half-year, in both cases for a period of five years, after the expiration of which the basis of calculation is open to reconsideration. [Railway Board's letter No. 366 R.T., dated the 10th March 1911.]

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.— } The same rates as from time to time obtain on the Madras and Southern Mahratta railway. Except when specially sanctioned by Government, no terminal charge is to exceed 3 pies per maund leviable only at stations of origin and destination.

(vii) *Power of the Government to determine agreement.*—If not determined by the Durbar or the Company sooner, *vide* (ix) and (xi), then the agreement terminates simultaneously with the principal contract between the Secretary of State and the Company, dated the 26th June 1908.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Durbar to determine agreement.*—On the 1st January or 1st July in any year after the year 1904 on 12 months' notice given.

(x) *Power of the Durbar to determine contract.*—Nil.

(xi) *Power of the Company to determine agreement.*—As noted under (ix).

(xii) *Power of the Company to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(xiii) *Term of agreement.*—As noted under (vii).

(xiv) *Term of contract.*—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	37·92	24,07,802	61,520	24,206	1·01	31	60·65
1904	37·92	24,06,391	68,224	24,628	1·02	35	63·90
1905	37·92	23,98,543	80,672	31,102	1·30	41	61·45
1906	37·92	23,94,973	1,11,176	44,988	1·88	56	59·53
1907	37·92	23,94,973	1,36,926	57,150	2·39	69	58·26
1908							
1909							
1910	Included with the Mysore section (Madras and Southern Mahratta), 6 (*f*).						
1911							
1912							

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dronachellam to Kurnool	1-1-09	32·00	32·00

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails and old pattern second hand steel sleepers.

Ballast.—The ballast consists of sand throughout.

Fencing.—The station yards only have been fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 15th September 1911, *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to maintenance and working with effect from 1st January 1909.

Main provisions of agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*— } The line was constructed by the agency of the Madras and Southern Mahratta
(iii) *Terms of working.*— } Railway Company from funds supplied by the Government, whose property it absolutely is and who will provide any land and all moneys that may, at any time, be required for the purposes of capital expenditure on the Dhone-Kurnool railway. Subject to the general control of Government in every respect, the line is maintained, stocked and worked by the Company, for and on behalf of the State, on the following terms and conditions.

The gross receipts of the Dhone-Kurnool railway are charged with—

(*a*) the actual cost of maintenance of way and works (including revenue new minor works mentioned in clause 18), other than general supervision usually chargeable to Abstract A of the Standard form of Revenue Account prescribed for use on the Company's railway;

(*b*) a share of the other half-yearly working expenses of the Company's railway system (excluding the cost of Government supervision and control for which no such charge will be levied against the Company in respect of the working of the Branch, but including the cost of general supervision usually chargeable to Abstract A), calculated at the same proportion of the gross receipts of the Branch as obtains on the Company's system, including the Branch, as a whole;

(*c*) 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock;

(*d*) Rent and maintenance of works, buildings and premises within the limits of Dronachellam Junction station as indicated in clause 12.

(iv) *Distribution of profits.*—After deducting from the gross receipts of the Branch railway the working expenses above mentioned, the balance belongs to the Government.

(v) *Rates and fares.*— }
(vi) *Special obligations as to the conveyance of.*— } Subject to the same maxima and minima, rules,
(*a*) Mails, troops, police, high Government officials and Government stores.— } conditions and arrangements as from time to time
(*b*) Government bullion and coin.— } obtain on the Madras and Southern Mahratta Railway Company's railways.

(vii) *Power of the Government to determine agreement.*— } Determinable by either party on the 30th June
(viii) *Power of the Company to determine agreement.*— } or 31st December of any year on six months' notice given.

(ix) *Term of agreement.*—Not specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1909 . .	32·00	9,25,342	1,29,763	47,128	5·09	28,239	+18,889	78	63·68
1910 . .	32·00	9,50,923	99,240	33,653	3·54	31,918	+ 1,734	60	66·09
1911 . .	32·00	9,74,171	1,10,927	29,077	2·98	32,650	— 3,573	67	73·79
1912 . .	32·00	10,05,422	1,18,005	39,279	3·91	34,147	+ 5,131	71	66·71

6 (*g*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Yesvantpur to Dodballapur	15-12-92	19·93	
Dodballapur to Mysore Frontier	17-9-93	31·42	
			51·35

Details of construction—

Permanent-way.—The rails on the ghât section are 50-lb. flat-footed steel, State railway type, and 41½-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghât section.

Agreement and contract—

Agreement, dated the 2nd December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company,* having effect from 17th September 1893, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company,* noted under 6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge).

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company,* as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (*e*), Birur-Shimoga railway (3′ 3⅜″ gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	51·35	24,97,206	2,42,695	96,159	3·85	91	60·38
1904	51·35	24,88,842	3,67,923	1,33,715	5·37	138	63·66
1905	51·35	24,88,944	3,73,993	1,54,572	6·22	140	58·59
1906	51·35	25,00,014	4,03,396	1,63,783	6·55	151	59·40
1907	51·35	25,00,014	3,53,710	1,55,486	6·22	132	56·04
1908							
1909							
1910	Included with the Mysore section (Madras and Southern Mahratta), 6 (*f*).						
1911							
1912							

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*k*) Kolhapur railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kolhapur to Miraj	21-4-91	29·27	29·27

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on steel trough sleepers.
Ballast.—The line is ballasted throughout with gravel and sand.
Fencing.—The line is unfenced except for a very short length.
Curves.—There are no curves with a radius of less than 1,000 feet.
Gradient.—The ruling gradient is 1 in 100.

Agreement and contract—

Agreement, dated the 17th July 1891, *between the Kolhapur Durbar and the old Southern Mahratta Railway Company*, as to maintenance and working, having effect from 21st April 1891.
Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Kolhapur Durbar at the cost of capital.
(ii) *Government aid.*—The line is the property of, and was constructed by, the Kolhapur Durbar, who supply funds for any necessary additions thereto. It is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company.
(iii) *Terms of working.*— } From the total expenses of maintaining and working the Company's
(iv) *Distribution of profits.*— } system, including the Kolhapur railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.

From the gross earnings of the Kolhapur railway are then deducted the charges for new minor works and the proportion of working expenses attributable to that line as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.— } The same as, for the time being, are in force on the Madras and Southern Mahratta railway.
(vii) *Power of the Government to determine agreement.*—Not specified.
(viii) *Power of the Durbar to determine agreement.*— } Determinable by either party on six months'
(ix) *Power of the Company to determine agreement.*— } notice given 3 years after the 21st April 1891.
(x) *Power of the Government to determine contract.*— } As in the case of 6 (*a*), Madras and Southern
(xi) *Power of the Company to determine contract.*— } Mahratta railway (5′ 6″ gauge).
(xii) *Power of the Durbar to determine contract.*—Nil.
(xiii) *Term of agreement.*—Three years from 21st April 1891; thereafter as against (viii) and (ix).
(xiv) *Term of contract.*—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903 . . .	29·27	23,26,188	1,21,957	48,053	2·07	80	60·60
1904 . . .	29·27	23,26,251	1,41,676	53,228	2·29	93	62·43
1905 . . .	29·27	23,26,251	1,70,404	69,432	2·98	112	59·25
1906 . . .	29·27	23,26,251	1,76,234	71,811	3·09	116	59·25
1907 . . .	29·27	23,26,251	1,81,886	77,249	3·32	119	57·53
1908 . . .	29·27	23,26,251	2,22,260	88,154	3·79	146	60·34
1909 . . .	29·27	23,26,251	2,26,772	91,612	3·94	149	59·60
1910 . . .	29·27	23,26,251	2,53,953	1,10,093	4·73	167	56·65
1911 . . .	29·27	23,26,251	2,79,662	1,23,393	5·30	184	55·88
1912 . . .	29·27	23,26,251	3,17,453	1,47,272	6·33	209	53·61

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*i*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Nanjangud	1-12-91	15·04	
Nanjangud station to Nanjangud town	12-7-99	0·76	
			15·80

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 100.

Agreement and contract—

Agreement, dated the 14th December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company*, as to the maintenance and working of the Nanjangud railway, having effect from the 1st December 1891, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (*e*), Birur-Shimoga railway (3′ 3⅜″ gauge), with the following exception, *viz.*,—

(ix) *Power of the Durbar to determine agreement.*—On the 1st January or 1st July in any year after the 30th June 1900, on 6 months' notice given.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	15·80	6,56,462	31,923	12,687	1·93	39	60·26
1904	15·80	6,56,462	38,873	14,404	2·19	47	62·95
1905	15·80	6,56,462	44,174	18,015	2·74	54	59·22
1906	15·80	6,56,462	49,946	20,559	3·13	61	58·84
1907	15·80	6,56,462	38,827	16,040	2·44	47	58·69
1908	Included with the Mysore section (Madras and Southern Mahratta), 6 (*j*).						
1909							
1910							
1911							
1912							

6(*j*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Mandya	25-2-82	27·97	
Mandya to Channapatna	20-3-81	23·25	
Channapatna to Bangalore	1-2-81	34·75	
Bangalore to Tumkur	11-8-84	43·00	
Tumkur to Gubbi	28-12-84	11·00	
Gubbi to Birur	12-8-89	76·57	
Birur to Harihar	21-2-89	79·68	
			296·22

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*j*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. and 60-lb. flat-footed steel rails, with the exception of about 2·75 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Contracts—

Dated the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Mysore State railway.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contract subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts—

(i) *Land.*—Provided by the Government on behalf of the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The railway, which (as between the Government and the Company, and without prejudice to any arrangements between the former and the Mysore Durbar) is declared to be absolutely the property of the Government, was constructed and equipped with rolling-stock and all other appliances necessary thereunto, and is maintained and worked by the Madras and Southern Mahratta Railway Company, on behalf of the Government. All funds for capital expenditure are provided by the Durbar, under capital expenditure being included the cost of stores.

Government guarantee interest in sterling, payable half-yearly on the 1st April and 1st October, at the rate of 4 per cent per annum on the sum of £1,200,000, the nominal amount of debenture stock issued by the Company.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } From the joint working expenses of the entire system are first deducted certain "direct" charges, *viz.*, on account of new minor works, Government supervision and control, payment for use of rolling-stock and for use of joint stations; these "direct" charges being payable in their entirety by the railways incurring them. The balance of the joint working expenses is then divided as between the whole system and the Mysore section in proportion to gross earnings of each. The share of the Mysore section thus arrived at, added to the "direct" charges incurred on that section, form the working expenses of the Mysore section.

The gross receipts attributable to the Mysore section are applied—

(*a*) in discharge of the working expenses arrived at as above, and

(*b*) in payment of interest at 4 per cent on capital expenditure incurred on the section since 31st December 1907;

(*c*) the surplus being divided between the Government (on behalf of the Durbar) and the Company in the proportion of 19/20 and 1/20, respectively.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores—
(*b*) Government bullion and coin—
(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*—
(ix) *Term of contract.*— } As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*j*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1887 will be found in Appendix 38 to the Report for 1907.)—

TABLE I. | TABLE II.

Includes the Birur-Shimoga, Hindupur (Yesvantpur-Mysore Frontier) and Mysore-Nanjangud railways, 6 (*e*), (*g*) and (*i*), from 1908.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1887	139·75	91,36,438	5,13,259	1,40,723	1·54	6,70,864	35,018	—5,65,159	71	72·58
1888	139·75	1,25,76,692	5,70,657	1,34,031	1·07	6,94,210	33,607	—5,93,786	79	76·51
1889	290·00	1,44,24,093	8,96,273	2,19,813	1·52	7,07,500	54,991	—5,42,678	72	75·47
1890	296·00	1,47,11,610	11,86,318	2,59,084	1·76	6,48,733	64,772	—4,54,421	77	78·16
1891	296·00	1,50,76,285	13,24,525	4,39,280	2·91	6,54,850	1,09,760	—3,25,330	86	66·83
1892	296·00	1,46,36,295	13,99,463	4,43,427	3·03	7,29,624	1,10,863	—3,97,060	91	68·31
1893	296·00	1,46,42,317	15,33,203	6,74,562	4·61	7,70,439	1,68,171	—2,64,048	109	59·92
1894	296·00	1,47,60,293	14,45,412	4,77,149	3·23	8,38,525	1,19,039	—4,80,415	94	66·99
1895	296·00	1,49,22,452	15,78,281	6,29,385	4·22	8,70,947	1,56,931	—3,98,493	103	60·13
1896	296·00	1,51,08,257	15,84,981	6,76,976	4·48	8,21,588	1,69,189	—3,13,801	103	57·29
1897	296·00	1,51,99,757	18,80,019	7,98,285	5·25	7,75,708	2,00,031	—1,77,454	122	57·54
1898	296·00	1,55,07,819	13,92,851	4,13,421	2·67	7,38,461	1,02,680	—4,27,720	90	70·32
1899	296·00	1,56,75,416	10,60,469	3,29,033	2·10	7,21,117	82,076	—4,74,160	69	68·97
1900	296·00	1,58,70,510	13,76,391	4,71,201	2·97	7,18,200	1,18,888	—3,65,687	89	65·77
1901	296·36	1,60,14,879	14,33,240	4,07,791	2·55	7,22,244	1,01,360	—4,16,813	93	71·55
1902	296·22	1,60,76,009	15,97,046	5,58,062	3·47	7,21,062	1,39,538	—3,02,518	104	65·06
1903	296·22	1,62,34,903	15,85,270	5,82,398	3·59	7,20,000	1,46,012	—2,83,714	100	62·07
1904	296·22	1,62,59,794	15,85,324	5,63,067	3·47	7,20,000	1,40,940	—2,97,273	103	64·44
1905	296·22	1,64,78,921	17,90,901	6,98,051	4·24	7,20,000	1,73,883	—1,95,832	116	61·02
1906	296·22	1,65,59,502	18,48,348	7,19,072	4·34	7,20,000	1,79,500	—1,80,428	120	61·10
1907	296·22	1,70,31,355	21,57,686	8,44,427	4·96	7,20,000	2,11,472	—87,045	140	60·86
1908	401·29	2,29,75,788	30,71,949	11,66,353	5·08	8,64,949	1,51,026	+1,50,378	147	62·03
1909	401·29	2,32,36,445	26,71,013	10,67,326	4·59	10,43,593	55,389	—31,656	128	60·04
1910	401·29	2,35,17,190	28,00,896	11,28,684	4·80	10,48,897	57,763	+22,024	134	59·70
1911	401·29	2,36,85,396	28,55,654	12,07,863	5·10	10,60,843	61,457	+85,563	137	57·70
1912	401·29	2,37,89,303	33,58,931	14,93,756	6·28	10,63,291	75,262	+3,55,203	161	55·46

6 (*k*) Sangli railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Miraj Junction to Sangli	1-4-07	4·90	4·90

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—Ballast is chiefly moorum.

Fencing.—The line is not fully fenced, but only where necessary.

Curves.—The sharpest curve has a radius of 1,011 feet.

Gradients.—The ruling gradient is 1 in 80.

Agreements and contract—

Agreement, dated the 17th July 1907, *between the Sangli Durbar and the former Southern Mahratta Railway Company,* as to the construction of the Sangli railway.

Agreement, dated the 17th July 1907, *between the Sangli Durbar and the former Southern Mahratta Railway Company,* as to the maintenance and working of the Sangli railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*k*) Sangli railway (3′ 3⅜″ gauge)—*concld.*

Agreements and contract—*concld.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreements subject to the variations and modifications thereof as therein set forth.

Main provisions of agreements and contract—

(i) *Land.*—Provided by the Sangli Durbar free of cost.

(ii) *Government aid.*—The Sangli railway was constructed by the former Southern Mahratta Railway Company from funds supplied by the Durbar, whose property it is and who will provide all further funds that may be necessary for new works chargeable to Capital. The Branch is maintained, stocked and worked by the Company.

(iii) *Terms of working.*— } From the total expenses of maintaining and working the Company's
(iv) *Distribution of profits.*— } system, including the Sangli railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.

From the gross earnings of the Sangli railway are then deducted the charges for new minor works and the proportion of working expenses attributable to the Branch as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*— } The same as, for the time being, are in force on the Madras and Southern Mahratta railway.
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.—

(vii) *Power of the Government to determine agreement.*—Not specified.

(viii) *Power of the Durbar to determine agreement.*— } Determinable by either party on six months'
(ix) *Power of the Company to determine agreement.*— } notice given 3 years after the 1st April 1907.

(x) *Term of agreement.*—3 years from 1st April 1907; thereafter as against (viii) and (ix).

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	4·90	1,27,770	19,585	8,011	6·27	102	59·10
1908 . . .	4·90	1,66,382	33,321	13,402	8·05	131	59·78
1909 . . .	4·90	1,69,903	40,733	15,712	9·25	160	61·43
1910 . . .	4·90	1,75,091	43,136	18,176	10·38	169	57·86
1911 . . .	4·90	1,77,254	43,863	19,276	10·87	172	56·05
1912 . . .	4·90	1,77,787	39,197	18,124	10·19	154	53·76

6(*l*) West of India Portuguese railway (3′ 3⅜″ gauge)—

Chairman.—Ernest E. Sawyer, Esq., M.A.
Secretary.—George K. Wasey, Esq.
Offices.—4, Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mormugao Harbour to Sonaulim	17-1-87	41·00	
Sonaulim to the Portuguese frontier	3-2-88	10·10	
			51·10

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*l*) West of India Portuguese railway (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 62-lb. flat-footed steel rails on creosoted pine, sâl, teak and jamba sleepers.

Ballast.—The line is ballasted throughout with laterite and blue stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 720 feet radius.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

Contracts and agreement—

Contract, dated the 18th April 1881, *between the Portuguese Government and the West of India Portuguese Railway Company*, as to the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

Contract, dated the 19th December 1892, *between the Portuguese Government and the West of India Portuguese Railway Company*, providing for the guarantee of interest on the Company's capital in consequence of the cessation of the annual subsidy of Rs. 4,00,000, which was formerly paid by the British to the Portuguese Government and hypothecated by the latter to the Company.

Agreement, dated the 21st August 1902, *between the former Southern Mahratta Railway Company and the West of India Portuguese Railway Company*, as to the maintenance and working of the railway from Mormugao to the Portuguese Frontier and the harbour at the Port of Mormugao.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contracts and agreement, subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Portuguese Government free of cost to the West of India Portuguese Railway Company.

(ii) *Government aid.*—Guarantee by the Portuguese Government of interest in sterling at 5 per cent per annum on £800,000, and at 6 per cent per annum on any additional capital. The interest is secured (*a*) on the annual subsidy of Rs. 4,00,000 payable by the British Government to the Portuguese Government under the Goa Treaty of 1878, or any subsidy payable in lieu thereof, and (*b*) on the Abkari (excise) duties levied in Goa. Any deficiency is, however, to be made up by the Portuguese Government from other sources.

The line, which is the property of the West of India Portuguese Railway Company, is maintained and worked by the Madras and Southern Mahratta Railway Company as part of the latter's undertaking, except as to further capital expenditure which is provided by the Portuguese Government.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } *As between the Madras and Southern Mahratta and West of India Portuguese Railway Companies.*—*Railway* revenue expenses are in the first instance paid by the Madras and Southern Mahratta Railway Company. Separate half-yearly accounts are kept of the gross earnings respectively of the Madras and Southern Mahratta railway and the West of India Portuguese railway. The gross working expenses of the combined railways (excluding revenue expenditure on new minor works which is borne entirely by the railway—whether the Madras and Southern Mahratta or the West of India Portuguese—incurring it and is in either or both cases excluded from the joint working expenses, and interest payable by the Madras and Southern Mahratta Railway Company on the capital cost of telegraph lines equipped and owned by the Government of India) are borne by the two Companies in the proportion of their respective gross earnings for each half-year.

As to *Harbour* receipts and expenses, a separate account is kept of all sources of revenue at the Port of Mormugao. The amount chargeable by the Madras and Southern Mahratta Railway Company for maintenance and working is actuals, *plus* 10 per cent thereon for superior supervision, subject to the proviso that if in the aggregate they (without the sanction of the West of India Portuguese railway) exceed the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899, any such excess is to be annulled, or reduced as much as possible by a corresponding diminution in the charge for supervision.

The profits arising from the West of India Portuguese railway, being the excess of earnings over working expenses so calculated, are to be paid half-yearly by the Madras and Southern Mahratta Railway Company to the West of India Portuguese railway.

(v) *Distribution of profits as between the Portuguese Government and the West of India Portuguese Railway Company.*—The surplus profits in any year, after payment of the guaranteed interest for that year, are to be divided equally between the Portuguese Government and the West of India Portuguese Railway Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

6 (*l*) West of India Portuguese railway (3′ 3⅜″gauge)—*contd.*

Main provisions of contracts and agreement—*concld.*

(vi) *Rates and fares.*—The maximum rates and fares to be fixed with the consent of the Portuguese Government, and not to exceed the maxima on the Great Indian Peninsula railway; they are also subject to the maxima and minima prescribed in the contracts between the Secretary of State for India and the Madras and Southern Mahratta Railway Company.

(vii) *Special obligations as to the conveyance of.*—

(*a*) Mails, both British and Portuguese.—To be conveyed on the West of India Portuguese railway upon the terms of the Treaty of 1878.

(*b*) Portuguese Government troops, officials, and Government stores.—To be conveyed on the West of India Portuguese railway on the same conditions as on Indian State railways.

(viii) *Power of the Portuguese Government to determine contract.*—The Portuguese Government may purchase the railway and all other works—

(*a*) at any time by giving six months' notice;

(*b*) at any time after the expiration of the first 30 years from the date of opening of the railway or any section thereof, by giving two years' notice.

In the first case the Portuguese Government must pay to the Company in London a sum in sterling not less than the amount actually expended by the Company on the railway and other works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores.

In the second case the price to be paid by the Portuguese Government is a sum in sterling equal to the amount of the value of all the shares, debentures and stock of the Company, calculated according to the mean market value in London during the three years immediately preceding the expiration of the two years' notice (such sum not to be less than the amount actually expended by the Company on the railway and other works), *plus* the value of the rolling-stock, machinery, station appliances and stores.

At the expiration of the term of the contract [99 years, see (xii),] the line becomes the property of the Portuguese Government, but the rolling-stock, machinery, station appliances and stores, and any other movable property or plant, have to be paid for at their fair value.

(ix) *Power of the West of India Portuguese Railway Company to surrender contract.*—The West of India Portuguese Railway Company may make over the railway and works to the Portuguese Government—

(*a*) in the event of failure on the part of the Portuguese Government to pay the guaranteed interest in full, by giving six months' notice;

(*b*) at any time after the expiration of the first 30 years from the date of opening of any section of the line without renewal of the Treaty of 1878, by giving two years' notice.

In the first case the West of India Portuguese Railway Company would be entitled to receive from the Portuguese Government, in sterling, the amount actually expended on the railway and works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores: in the second case, the same amount, less the additional 10 per cent on the expenditure on the railway and works.

(x) *Power of the Madras and Southern Mahratta Railway Company to determine agreement.*—
(xi) *Power of the West of India Portuguese Railway Company to determine agreement.*— } Determinable by either party at the end of two years from the 1st July 1902 (the date on which it came into force) on 6 months' notice given, reckoned either from the 30th June or the 31st December next after the delivery of such notice.

Upon the determination of the agreement the Madras and Southern Mahratta Railway Company to surrender to the West of India Portuguese Railway Company the railway and harbour and their equipment, etc., and to pay to the latter all money held on account of the railway.

(xii) *Term of contract* [*if not determined under* (ix), (x) *or* (xi)].—99 years from date of opening of line.

(xiii) *Term of agreement* [*if not determined under* (x), *or* (xi)].—The term of agreement is 5 years, unless extended* with the consent of both parties, when the West of India Portuguese Railway Company have the right to resume the working of their line and harbour.

* Since extended to 30th June 1912, and then further extended to 30th June 1917, *vide* Despatch from the Secretary of State No. 42 Railway, dated the 17th May 1912.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 / Sub-heads (*a*) to (*m*). **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*concld.***

6 (*l*) West of India Portuguese railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.					TABLE II.	
	Includes the Harbour works.						
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903 . .	51·11	1,63,29,812	5,24,871	1,09,495	1·04	197	67·71
1904 . .	51·10	1,64,00,203	6,84,391	2,48,378	1·51	258	63·71
1905 . .	51·10	1,61,71,059	6,22,125	2,20,841	1·37	234	64·50
1906 . .	51·10	1,63,13,911	6,23,616	2,08,948	1·28	234	66·49
1907 . .	51·10	1,63,13,911	11,01,877	4,58,591	2·81	415	58·38
1908 . .	51·10	1,70,71,439	10,64,804	3,92,394	2·30	401	63·15
1909 . .	51·10	1,75,93,058	9,60,235	3,75,092	2·13	361	60·93
1910 . .	51·10	1,76,70,672	12,64,030	5,42,226	3·07	476	57·10
1911 . .	51·10	1,77,41,327	12,20,715	5,33,062	3·00	459	56·35
1912 . .	51·10	*1,83,24,990	9,91,479	4,12,657	2·25	374	58·38

6 (*m*) Bowringpet-Kolar railway (2′ 6″ gauge)—

The construction of this line by the Mysore Durbar was sanctioned by the Government of India in Foreign Department letter No. 2161-I.B., dated the 15th October 1912.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bowringpet to Kolar (sanctioned on 15th October 1912)	...	11·00	11·00

* Original capital up to 31st December 1901, £1,349,058-2-5 @ 1*s.* 8*d.* per rupee = ... Rs. 1,61,88,697
Expenditure by Portuguese Government on Improvements of line and harbour up to 31st December 1912. ... 21,36,293
Total ... 1,83,24,990

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 7 / Sub-heads (*a*) to (*d*). **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

Chairman—Charles Albert Winter, Esq.

Secretary—M. T. Walker, Esq.

Offices—Winchester House, 50, Old Broad Street, London, E.C.

Lines comprised in the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line.
	Miles.
(*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)	330·13
(*b*) Bezwada Extension railway (5′ 6″ gauge)	20·58
(*c*) Hingoli Branch railway (3′ 3⅜″ gauge)	50·31
(*d*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)	391·13
Total	792·15

Running powers—

Home line over foreign line :—

Outer signal at Bezwada to Bezwada station, Madras and Southern Mahratta railway, for passenger and goods trains	0·89

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State Railway agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Wadi junction to Secunderabad	9-10-74	115·45*			* Of this 5·86 miles, Secunderabad to Hyderabad, are of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Secunderabad to Warangal	8-4-86	86·66			
Warangal to Dornakal	1-1-88	52·06			
Dornakal to Bona Kalu	5-8-88	31·99			
Bona Kalu to the British frontier	10-2-89	23·54			
			310·30		
Branches—					
Hyderabad branch—					
Husain Sagar to Hyderabad	9-10-74	3·57			
			3·57		
Mineral branch—					
Dornakal to Singareni Coal-fields	1-1-88	16·26			
			16·26		
				330·13	

Details of construction—

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails, 42 miles being on cast iron pot sleepers and the remaining 5 miles on cast iron chairs and jarrah wood sleepers. The next 9 miles are laid with 68-lb. double-headed steel rails on cast iron pot sleepers and the following 56 miles with 85-lb. flat-footed rails on Jarrah wood sleepers. The remainder of the line is laid with 66½-lb. flat-footed steel rails on steel pea-pod sleepers, with the exception of the mixed (5′ 6″ and 3′ 3⅜″) gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100 on the Hyderabad-British Frontier section and 1 in 150 on the Wadi-Husain Sagar section.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (d)}}$. NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.*

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—*contd.*

Agreement—

Agreement, dated the 27th December 1883, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited*, as to the acquisition, management, maintenance and working of the line from Wadi to Hyderabad and Secunderabad, the construction, etc., of certain 5′ 6″ gauge extensions and the preferential right to construct all new railways in His Highness the Nizam's territories.

Letter No. 257, dated the 7th March 1903, from the Nizam's Government to the Railway Company as to rates and fares.

Main provisions of agreement—

(i) *Land.*—Provided by the Nizam's Government free of cost to the Company.

(ii) *Government aid.*—Guarantee of interest in sterling, at 5 per cent per annum on the Company's share (£1,000,000) and debenture (£1,500,000) capital for 20 years, from the date on which such capital is paid up. The guarantee in the case of the share capital ceased on the 25th June 1904, but the termination of the guarantee in respect of debenture capital expired, or expires, on various dates ranging from 30th June 1904 to 31st January 1928. There have been further issues of debentures, amounting in all to £400,000 but on these no guarantee on the part of the Nizam's Government exists.

(iii) *Distribution of profits.*—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter interest for each year, at the rate of 5 per cent on the share and debenture capital, is to be the first charge against the net earnings of such half-year or year. Of any residue, either before or after the cessation of the guarantee, one half is to be applied in payment to the Nizam's Government of guaranteed interest not previously recouped and in payment of any other sums owing by the Company to the Nizam's Government, and the other half is to be retained by the Company. When the Nizam's Government has been reimbursed all sums paid under the guarantee, together with simple interest thereon at 5 per cent per annum, the Company is to be entitled to the whole of the net earnings.

(iv) *Rates and fares.*—Not to exceed those from time to time prevailing on the Great Indian Peninsula railway, unless otherwise agreed between the Nizam's Government and the Company. [By letter No. 257, dated the 7th March 1903, from the Secretary to His Highness's Government in the Financial Department to the Agent and Manager of His Highness the Nizam's Guaranteed State Railways Company, the provisions in this respect of the agreement of 1883 have been modified so as to permit the Company to levy such rates and fares as are not in excess of those which obtained on the Great Indian Peninsula railway at the date of that agreement.]

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails and Post Office servants of both the Nizam's Government and the Government of India.—To be conveyed free of charge.

(*b*) Troops, officials, and Government stores.—Troops and officials of both the Nizam's Government and the Government of India to be conveyed at special rates; stores at the lowest rates ordinarily chargeable.

(*c*) Bullion and coin.—At special rates.

(vi) *Power of the Government to determine agreement.*—In the event of any breach by the Company of any of the provisions of the agreement, the Nizam's Government may give the Company in London six months' notice of its intention to determine the agreement; and unless the breach shall be remedied within the 6 months, the Nizam's Government may determine the agreement and assume possession of the railway, paying the Company in London in sterling so much of the capital as shall be unredeemed.

The Nizam's Government may also terminate the agreement and purchase the railway, rolling-stock, etc., on the 1st January 1914, 1st January 1934, or 1st January 1954, by giving 12 months' notice in London. On the day on which the railway is thus acquired the Nizam's Government is to pay to the Company, in sterling in London, the amount of the unredeemed capital, *plus* a bonus of 25 per cent.

At the end of the full term of 99 years, if the agreement continues so long, the land in the possession of the Company, with the railway, buildings, works, and fixed machinery, will revert to the Government free from all debts and charges, but the rolling-stock, plant, movable machinery and stores must be purchased by the Government at their fair value.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (d)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—*concld.*

Main provisions of agreement—*concld.*

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi) *or* (vii)].—99 years from the date on which the extension from Hyderabad towards Bezwada was opened throughout, *viz.*, 10th February 1889.

Statistics of working (Those for the periods prior to 1885 will be found in Appendix 38 to the Report for 1907.)—

Calendar year.	Table I. Mileage open at end of each year.	Table I. Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1885 . . .	117·10	2,47,70,823	11,13,950	4,87,024	1·97	178	56·27
1886 . . .	205·37	2,89,19,499	13,81,077	6,94,524	2·40	143	49·71
1887 . . .	205·37	3,27,45,397	15,48,891	5,52,905	1·69	143	64·30
1888 . . .	305·71	3,54,89,073	17,76,075	7,57,467	2·13	116	57·35
1889 . . .	329·20	3,59,09,620	22,57,462	7,69,209	2·14	129	65·93
1890 . . .	329·20	3,76,96,721	25,07,268	10,39,590	2·76	145	58·54
1891 . . .	329·20	3,94,81,752	27,76,437	12,57,860	3·19	151	54·70
1892 . . .	329·20	3,95,48,395	27,80,642	13,24,959	3·35	161	52·35
1893 . . .	330·13	4,01,96,909	30,61,605	14,36,451	3·57	177	53·08
1894 . . .	330·13	4,02,33,826	32,56,885	16,22,028	4·03	188	50·20
1895 . . .	330·13	4,06,43,818	32,15,541	15,77,149	3·88	185	50·95
1896 . . .	330·13	4,08,24,737	33,03,523	17,28,196	4·23	191	47·69
1897 . . .	330·13	4,09,60,344	36,19,854	19,38,769	4·73	208	46·20
1898 . . .	330·13	4,10,54,449	39,07,612	22,74,580	5·54	225	41·79
1899 . . .	330·13	4,15,68,731	41,10,261	25,01,046	6·02	237	39·15
1900 . . .	330·13	4,17,49,124	49,12,056	28,41,985	6·81	283	42·14
1901 . . .	330·13	4,24,30,543	40,77,927	26,48,120	6·24	236	35·06
1902 . . .	330·13	4,28,89,537	44,06,494	26,82,533	6·25	254	39·12
1903 . . .	330·13	4,30,13,663	43,18,630	25,38,386	5·90	249	41·22
1904 . . .	330·13	4,32,66,412	43,32,440	27,90,690	6·45	250	35·59
1905 . . .	330·13	4,35,86,043	42,78,161	28,49,703	6·54	247	33·39
1906 . . .	330·13	4,36,45,097	44,84,105	27,98,897	6·41	259	37·58
1907 . . .	330·13	4,49,34,824	49,85,081	33,02,905	7·35	288	33·74
1908 . . .	330·13	4,56,07,803	46,99,296	30,15,029	6·61	285	38·96
1909 . . .	330·13	4,66,62,100	46,92,067	26,43,417	5·67	273	43·66
1910 . . .	330·13	4,72,19,094	53,14,905	28,46,520	6·03	309	46·44
1911 . . .	330·13	4,63,37,518	57,07,861	27,13,285	5·86	332	52·46
1912 . . .	330·13	4,84,96,344	57,76,606	31,96,189	6·59	337	44·67

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—

This line, which extends from the frontier of His Highness the Nizam's dominions to the north outer signal of the Bezwada station, was constructed for the Government of India, by His Highness the Nizam's Guaranteed State Railways Company and is being worked as a part of its own system.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Hyderabad frontier to Bezwada	10-2-89	20·58	20·58

Details of construction—

Permanent-way.—The line is laid with 66½-lb. flat-footed steel rails on Jarrah wood sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced at stations only.

Curves.—There are no curves with a radius of less than 1,900 feet.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 9—*contd.*

History of railways constructed and in progress:

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (d)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—*concld.*

Agreement—

Dated the 6th April 1909, *between the Railway Board, acting on behalf of the Secretary of State and His Highness the Nizam's Guaranteed State Railways Company, Limited*, as to the maintenance, management and working, by the Company, of the Bezwada Extension railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the property of the Government, who provide all further funds chargeable to the capital account, and it is managed, maintained, stocked and worked by the Company as if it were part of the Company's 5′ 6″ gauge system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is managed, maintained, stocked and worked by His Highness the Nizam's Guaranteed State Railways Company for the same percentage of its gross earnings as that of the working expenses of the Company's 5′ 6″ gauge system to its gross earnings, as published in the Company's Revenue Accounts for the same half-year, *plus* 5 per cent of the gross earnings of the Bezwada Extension railway for the use of rolling-stock. But in addition thereto, any extraordinary maintenance charges due to causes other than ordinary wear and tear shall be charged, with the approval of the Railway Board, to the Bezwada Extension railway. Such extraordinary charges shall be excluded in working out the percentage of ordinary maintenance charges payable by the Bezwada Extension railway. The balance is paid over to the Government of India as the net earnings of the Bezwada extension.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*— } To be the same as from time to time obtain on the Company's 5′ 6″ gauge system.

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*— } Terminable on the 1st January or the 1st July in any year, on 6 months' notice given by either party to the other. Any breach of the terms of the contract may lead, *ipso facto*, to its determination.

(ix) *Term of agreement.*—Until terminated under (vii) and (viii).

Statistics of working (Those for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.)—

	Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1901 .	20·58	11,51,678	2,77,177	1,56,929	13·63	35,509	+1,21,420	248	43·38
1902 .	20·58	11,60,425	2,89,683	1,40,329	12·09	46,375	+ 93,954	259	51·55
1903 .	20·58	11,77,047	3,07,113	1,54,222	13·10	46,617	+1,07,605	275	49·78
1904 .	20·58	11,75,731	3,20,656	1,78,955	15·22	46,898	+1,32,057	287	44·19
1905 .	20·58	11,78,645	3,47,490	2,04,239	17·33	47,046	+1,57,193	311	41·22
1906 .	20·58	11,81,020	3,49,206	1,91,737	16·23	47,182	+1,44,555	313	45·09
1907 .	20·58	11,81,952	3,15,976	1,83,883	15·56	39,191	+1,48,192	282	41·69
1908 .	20·58	11,83,796	3,38,623	1,91,624	16·19	40,277	+1,51,347	316	43·41
1909 .	20·58	12,06,026	3,13,151	1,52,554	12·65	39,8·4	+1,12,670	280	51·28
1910 .	20·58	12,01,940	3,42,614	1 58,254	13·17	40,182	+1,18,072	320	53 81
1911 .	20·58	12,19,123	3,54,265	1,40,815	11 ·5	41,560	+ 99,255	331	60·25
1912 .	20·58	12,32,363	3,84,244	1,84,265	15·07	41,771	+1,42,494	359	52·04

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (d)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*c*) Hingoli Branch railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Purna to Hingoli	15-5-12	50·31	50·31

Details of construction—

Permanent-way.—The permanent-way consists of old 66½-lb. flat-footed steel rails taken out of the 5′ 6″ gauge system and new steel trough sleepers.

Ballast.—The ballast is moorum, except in some cuttings where stone ballast has been laid.

Fencing.—Fencing is provided only round station yards and a small length on either side of 2nd class level crossings.

Curves.—The sharpest curve is of 1910 feet radius.

Gradients.—The ruling gradient is 1 in 133.

Agreement—

Dated the 1st March 1910, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited,* as to the maintenance, management and working of the Hingoli branch, by the Company, as part of the Hyderabad-Godavari Valley railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Nizam's Government free of cost.

(ii) *Government aid.*—The line is the property of the Nizam's Government who provide all funds chargeable to the capital account.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Nizam's Guaranteed State Railways Company, work the Branch railway for the same proportion of its gross earnings as the aggregate working expenses of the 3′ 3⅜″ gauge system shall bear to the aggregate gross earnings of that system, *plus* 5 per cent of the gross earnings of the Branch for use of rolling-stock. The balance of the gross earnings of the Branch after making the said deduction is paid to His Highness the Nizam's Government as the net earnings of the Branch. In the case of accident or damage caused by extraordinary casualty, *e.g.*, by floods, storms etc., charges for repairs are made to the Branch railway, such charges being eliminated from the aggregate working expenses before the percentage of working expenses referred to above is arrived at.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*— } As noted under 7 (*d*), Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge).
(a) Mails —
(b) Troops, police and high Government officials.—

(vii) *Power of the Nizam's Government to determine agreement.*— } The agreement is terminable by either party on the 30th June or the 31st December in any year after the line is opened throughout on 12 calendar months' previous notice in writing.
(viii) *Power of the Company to determine agreement.*— }

(ix) *Power of the Company to surrender agreement.*—Nil.

(x) *Renewal of agreement.*—Nil.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (d)}}$ · **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

7 (*c*) Hingoli Branch railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay including suspense to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1912 . . .	Miles. 50·31	Rs. 30,18,733	Rs. 64,758	Rs. 25,722	0·85	Rs. 39	60·28

7 (*d*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Manmad to Jalna	21-10-99	109·28		
Jalna to Sailu	7-12-99	44·79		
Sailu to Purbhani	25-4-00	26·40		
Purbhani to Nanded	9-10-00	36·60		
Nanded to Sivungaon	23-8-00	17·61		
Sivungaon to Secunderabad	25-4-00	150·59		
Secunderabad to Hyderabad	16-5-01	5·86*		*Laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.
			391·13	
DOUBLE LINE—				
Purna Junction station yard	15-5-12	0·38		
			0·38	

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers between miles 0 and $\frac{196}{1}$, $\frac{225}{10}$ and $\frac{251}{2}$, and $\frac{297}{16}$ and 384·27 and also on second-hand 5′ 6″ gauge steel sleepers converted into 3′ 3⅜″ gauge between miles $\frac{20}{1}^{7}$ and $\frac{20}{17}^{7}$, except within station limits, and wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 377½ to 381 and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Agreement—

Dated the 16th March 1897, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited,* as to the construction, management, maintenance and working, by the Company, of the Hyderabad-Godavari Valley railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Nizam's Government free of cost to the Company.

(ii) *Government aid.*—Guarantee in sterling, for 20 years from the date on which the line was completed and opened for traffic throughout (16th May 1901), of the interest payable on the debenture capital (not exceeding £2,500,000) raised for the purposes of the contract, together with an additional one per cent for a Sinking Fund. (The amount of capital raised to the present time has been £1,972,500, and the rate of interest payable on it is 3½ per cent.)

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (d)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*concld.*

7 (*d*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement—*concld.*

(iii) *Distribution of profits.*—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter the interest payable on the debenture capital for each year, is to be the first charge against the net earnings for such half-year or year. Any surplus either before or after the cessation of the guarantee, is to be divided equally between the Nizam's Government and the Company.

(iv) *Rates and fares.*—Not to be in excess of those prevailing on the main line [7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge)], unless otherwise agreed.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails.—
(*b*) Troops, officials and Government stores.—
(*c*) Bullion and coin.—
} As noted under 7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge).

(vi) *Power of the Nizam's Government to determine agreement.*—As noted under 7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge), with the exception that, in the event of the line being purchased in 1934 or 1954, the price to be paid is to be the amount of the unredeemed capital only, without the bonus of 25 per cent in addition.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement [if not determined under* (vi) *or* (vii)].—The remainder of the term of the contract relating to the main line [7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge)] which was unexpired at the date of the present contract.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	154·23	2,00,21,971	63,381	36,877	0·18	48	41·82
1900	385·23	2,31,94,817	10,63,023	4,20,826	1·81	70	60·41
1901	391·42	2,46,58,951	20,10,033	9,23,300	3·74	99	54·07
1902	391·42	2,57,75,220	22,88,043	9,67,892	3·76	112	57·70
1903	391·42	2,62,07,241	22,14,752	8,86,291	3·38	109	59·98
1904	391·13	2,64,85,096	23,11,781	7,74,804	2·93	109	64·97
1905	391·13	2,68,15,349	29,64,122	13,29,009	4·96	146	55·16
1906	391·13	2,69,36,746	30,32,503	14,21,747	5·28	149	53·12
1907	391·13	2,71,85,309	32,55,067	17,74,126	6·53	160	45·50
1908	391·13	2,73,97,247	32,41,828	15,61,740	5·70	159	51·82
1909	391·13	2,75,50,080	32,54,724	14,02,129	5·09	160	56·93
1910	391·13	2,79,30,418	36,55,883	18,05,391	6·46	180	50·62
1911	391·13	2,91,88,053	34,97,306	13,12,510	4·50	172	62·48
1912	391·13	2,96,12,624	43,60,567	20,26,995	6·85	214	53·52

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (n)}$. **NORTH WESTERN RAILWAY SYSTEM.**

Lines comprised in the system.—The North Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) North Western railway (5′ 6″ gauge)	3,650·37	109·42	3,759·79
(*b*) Amritsar-Patti railway (5′ 6″ gauge)	54·26	...	54·26
(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)	15·79	...	15·79
(*d*) Jullundur Doab railway (5′ 6″ gauge)	28·25	104·98	133·23
(*e*) Khanpur-Chachran railway (5′ 6″ gauge)	22·02	...	22·02
(*f*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)	78·65	...	78·65
(*g*) Rajpura-Bhatinda railway (5′ 6″ gauge)	108·04	...	108·04
(*h*) Southern Punjab railway (5′ 6″ gauge)	424·06	...	424·06
(*i*) Southern Punjab "Ludhiana" Extension railway (5′ 6″ gauge).	152·04	...	152·04
(*j*) Sutlej Valley railway (5′ 6″ gauge)	208·19	...	208·19
(*k*) Kalka-Simla railway (2′ 6″gauge)	59·92	...	59·92
(*l*) Kohat-Thal railway (2′ 6″ gauge)	61·75	...	61·75
(*m*) Nowshera-Durgai railway (2′ 6″ gauge)	40·25	...	40·25
(*n*) Trans-Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)	...	88·88	88·88
Total	4,903·59	303·28	5,206·87

Running powers—

Home line over foreign line :—

East Indian railway, Ghaziabad to Delhi, for passenger and goods trains . . . . . 13·00

Foreign line over home line :—

Oudh and Rohilkhand railway, Meerut City to Meerut Cantonment, for passenger trains only . 2·75

8 (*a*) North Western railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
COMMERCIAL SECTION—					
Main Line—					
Ghaziabad to Meerut City	18-4-67	27·33			
Meerut City to Ambala Cantonment	1-1-69	121·55			
Ambala Cantonment to Ludhiana	12-10-69	70·66			
Ludhiana to Phillaur	15-10-70	8·23			
Phillaur to Jullundur Cantonment	1-4-70	26·12			
Jullundur Cantonment to Beas	15-11-69	25·53			
Beas to Amritsar	1-11-67	26·30			
Amritsar to Lahore	10-4-62	32·33			
Lahore to Jhelum	6-10-78	103·12*			* This length was constructed on the 3′ 3½″ gauge previous to September 1873, but was converted to the 5′ 6″ gauge on the 6th October 1872.
Jhelum to Rawalpindi	†	76·38			† The line was opened by sections on the 5′ 6″ gauge, using temporary diversions near Domeli—thus Jhelum to Ratial, 1st January 1880 (15 miles) and Ratial to Rawalpindi, 1st October 1880 (56 miles). The diversions were abolished on 8th May 1882; and the complete 1/50 graded through line between Jhelum and Rawalpindi, (70·50 miles) was established. But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to 1/100 have been opened and the present length of line on the 31st March 1897 is—Jhelum to Rawalpindi, 76·38 miles.
Rawalpindi to mile 560·63 (between Lawrencepur and Campbellpur Cantonment).	1-1-81	45·38			
Mile 560·63 to Rumian	1-4-99	11·50			
Rumian to Attock Bridge	...	5·25			
Attock Bridge to Khairabad	31-5-83	2·38			
Khairabad to Peshawar City	1-5-82	41·25			
Peshawar City to Peshawar Cantonment	1-1-83	2·65			
Lahore to Khanewal	24-4-65	177·25			
Khanewal to Lodhran	1-4-09	56·42			
Lodhran to Nara Canal Bridge	1-7-78	224·58			
Nara Canal Bridge to Rohri	0-0-89	1·00			
Rohri to Rahoki	15-11-96	178·93			
Rahoki to Hyderabad	28-3-10	6·25			
Hyderabad to Kotri	25-5-00	5·29			
Kotri to Karachi City	13-5-61	104·89			
Karachi City to Kiamari, including Napier Mole.	16-6-89	3·07	1,383·59		
Branches—					
Tawi branch (British section)—					
Wazirabad to Sialkot	1-1-84	26·50			
Sialkot to Tawi (Frontier of Kashmir State)	15-3-90	9·08	35·58		
Wazirabad-Khanewal branch—					
Wazirabad to Hafizabad	15-8-95	37·37			
Hafizabad to Sangla Hill	1-1-96	31·45			
Sangla Hill to Lyallpur	15-2-96	27·21			
Lyallpur to Toba Tek Singh	23-6-99	49·00			
Toba Tek Singh to Khanewal	16-4-00	55·53	200·56		
Phulji branch—					
Phulji to Puranadera	1-6-82	2·57			
Phulji branch extension	31-3-02	0·34	2·91		
Sukkur Bandar branch—					
Sukkur Main to Sukkur Bandar.	1-10-78	1·25	1·25		
Carried over	...	...	1,623·89		

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (n)}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*a*) North Western railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . .	...	...	1,623·89		
Kotri Bandar branch—					
Kotri to Kotri Bandar	1-4-89	1·01			
			1·01		
Kotri-Rohri (vid Ruk) branch—					
Rohri to Sukkur	27-3-89	2·64			
Sukkur to Radhan *vid* Ruk . . .	1-10-78	79·31			
Radhan to Laki	27-10-78	70·57			
Laki to Kotri	8-10-78	75·48			
Raewind-Bhatinda branch—			228·00		
Raewind to Kasur	15-4-88	16·70			
Kasur to Ganda Singhwala . . .	10-6-88	7·00			
Ganda Singhwala to Hussainiwala .	15-12-88	2·75			
	8-5-87	2·75			
Hussainiwala to Ferozepore City .	1-10-92	2·00			
Ferozepore City to Ferozepore Cantonment.	1-10-88	2·00			
Ferozepore Cantonment to Bhatinda . .	15-6-99	*55·23			
Pathankot branch—			88·43		*Includes 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge between Kot Kapura and Bhatinda.
Amritsar to Dinanagar	1-1-84	51·22			
Dinanagar to Pathankot	8-6-84	15·48			
Jech Doab line—			66·70		
Malakwal to Sargodha	1-4-03	46·25			
Sargodha to Shorkot Road . . .	14-5-06	102·56			
Lower Sind extension—			148·81		
Hyderabad to Badin	15-10-04	62·14			
Shahdara-Sangla branch—			62·14		
Shahdara to Sangla	10-4-07	54·76			
Lodhran-Khanewal chord (vid Sher Shah)—			54·76		
Khanewal to Multan Cantonment . .	24-4-65	30·50			
Multan Cantonment to Muzaffarabad .	21-8-70	6·89			
Muzaffarabad to Lodhran	1-7-78	47·61			
Shorkot Road-Chichoki Mallian section—			85·00		
Shorkot Road to Jaranwala . . .	2-5-11	87·70			
Jaranwala to Chichoki Mallian . .	8-11-09	48·10	135·80		
TOTAL OPEN MILEAGE (COMMERCIAL SECTION)	...	...	...	2,494·54	
FRONTIER SECTION (MILITARY)—					
Sind-Sagar line—					
Main line—					
Lala Musa to Baha-ud-din	†1-1-80	29·61			†Date of opening of the original 3′ 3⅜″ gauge line, subsequently converted to, and opened on, the 5′ 6″ gauge, Lala Musa to Malakwal, on 10-2-86.
Baha-ud-din to Hariah	†1-2-80	10·52			
Hariah to Malakwal	†10-4-80	5·99			
Malakwal to Bhakkar (*vid* Kundian).	15-8-87	172·20			
Bhakkar to Chenab West Bank . . .	22-1-87	119·71			
Chenab West Bank to Chenab East Bank .	1-2-90	2·49			
Chenab East Bank to Sher Shah . .	1-1-89	2·69			
Branches and sections—			342·91		
Golra-Basal section—					
Golra Junction to Basal Junction . .	1-4-81	46·75			
Kohat section—			46·75		
Jand to Khushalgarh	16-4-81	7·00			‡This is the date of opening of the original 2′ 6″ gauge line which was subsequently converted to, and opened on, the 5′ 6″ gauge on 5-1-08.
Khushalgarh to Kohat	‡25-5-02	33·42			
			40·42		
Bhera branch—					
Malakwal to Miani	§10-4-80	8·99			§Dates of opening of original 3′ 3⅜″ gauge lines, subsequently converted to, and opened on, the 5′ 6″ gauge, Malakwal to Bhera, on 15-3-87.
Miani to Bhera	§2-2-82	9·11			
			18·10		
Bhaganwala branch—					
Haranpur to Bhaganwala . . .	...	10·84			
			10·84		
Dandot branch—					‖Date of opening of the original 3′ 3⅜″ gauge line, subsequently converted to, and opened on, the 5′ 6″ gauge, Chalisa Junction to Khewra salt mines, on 15-8-87 and Khewra to Dandot on 1-8-89.
Chalisa Junction to Khewra salt mines .	‖1-1-88	6·36			
Khewra to Dandot		2·15			
			8·51		
Kundian-Campbellpur section—					
Kundian to Daud Khel	15-3-92	30·34			
Daud Khel to Jand	1-4-99	54·65			
Jand to Basal	16-4-81	16·41			
Basal to Campbellpur	1-4-99	18·45			
			119·85		
Mari branch—					
Daud Khel to Mari	15-3-92	6·25			
			6·25		
Ghazi Ghat branch—					
Mahmud Kot to Ghazi Ghat . . .	1-4-87	11·27			
			11·27		
			604·90		
Carried over .	...	...	604·90	2,494·54	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*a*) North Western railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	604·90	2,494·54	
FRONTIER SECTION (MILITARY)—*concld.*					
Sind-Pishin line—					
Ruk to Sibi	2-5-80	132·97			
Sibi to Sharigh	20-3-87	74·80			
Sharigh to Bostan	21-8-87	61·13			
Base of Bostan triangle loop	...	0·31			
Bostan to Kila Abdulla	25-1-88	38·14			
Kila Abdulla to Chaman	1-1 92	29·40			
			336·75		
Mushkaf-Bolan line—					
Sibi to Rindli	*1-5-82	86·74	86·74		* These are the dates of opening of the old alignment which, owing to frequent breaches by floods, was dismantled and realigned in certain parts of its length on 15th April 1897.
Rindli to Quetta	*20-3-87				
Quetta loop—					
Quetta to Bostan	21-8-87	20·57			
Nari Bank to Rindli	...	11·83			
Bostan chord	1-1-98	1·34			
			33·74		
Quetta-Nushki section—					
Spezand Junction to Nushki	15-11-05	82·66	82·66		
Peshawar-Jamrud branch—					
Peshawar to Jamrud	1-1-01	11·04	11·04		
TOTAL LENGTH OPEN FRONTIER SECTION (MILITARY)	...	...	...	1,155·83	
TOTAL LENGTH OPEN (COMMERCIAL AND MILITARY) ...	...	...	...	3,650·37	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Sarai Kala to Havelian (sanctioned on 2nd March 1911)	...	34·70			
Jakhal to Hissar (sanctioned on 9th February 1911)	...	50·63			
Jullundur to Hoshiarpur (sanctioned on 5th May 1911)	...	24·09			
			109·42	109·42	
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED	...	...	...	3,759·79	
DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)—					
Kiamari to Karachi City	30-6-97	3·07			
Karachi City to Karachi Cantonment	13-5-61	2·30			
Karachi Cantonment to Pipri	20-6-97	20·70			
Pipri to Kotri	3-5-98	81·89			
Gulistan to Chaman	20-9-92	37·58			
Ab-i-Gum to Kolpur		22·78			
Lodhran to Samasata	1-4-09	14·50			
Samasata to Khanpur	2-4-07	76·49			
Khanpur to Reti	3-4-07	62·00			
Reti to Rohri	1-6-07	70·05			
Rohri to Jauvari	21-6-12	1·54			
Amritsar to Lahore	15-1-06	32·33			
Lahore to Badami Bagh	18-10-09	1·34			
Badami Bagh to Shahdara	8-1-10	2·88			
Amritsar to Jandiala	23-3-10	11·28			
Jandiala to Botari	19-7-10	7·80			
Botari to Beas	10-12-10	6·85			
Dhilwan to Hamira	12-9-11	6·83			
Hamira to Jullundur Cantonment	13-3-10	15·95			
Jullundur Cantonment to Phagwara	20-4-11	10·22			
Phagwara to Ludhiana	1-6-11	22·15			
Ludhiana to Doraha	10-1-11	14·71			
Doraha to Gobindgarh	15-12-10	17·75			
Gobindgarh to Sirhind	10-1-11	5·00			
Sirhind to Rajpura	15-12-10	15·75			
Rajpura to Ambala	2-12-10	17·25			
Lahore to Raewind	16-7-12	23·94			
TOTAL DOUBLE LINE ...	...	...	604·93		

Details of construction—

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed; 60-lb. and 68-lb. double-headed, and 60-lb. bull-headed; of steel rails there are 60-lb., 61-lb., 62-lb., 70-lb., 75-lb., 90-lb., and 100-lb. flat-footed; 64-lb., 68-lb., and 75-lb. double-headed; 68-lb., 73-lb., 77½-lb., 84-lb. and 85-lb. bull-headed and 75-lb. and 87-lb. British standard section. On the double line the steel rails are 68-lb. double-headed, 77½-lb. bull-headed and 75-lb., 87-lb., 90-lb. and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (n)}$. NORTH WESTERN RAILWAY SYSTEM—*contd.*

8 (*a*) North Western railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Ballast.—The line is ballasted throughout with sand, bricks, and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Rur to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 455 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is about 1 in 350 with a 1 in 150 banking section between Kotri and Dadu with the following exceptions: between Kotri and Montgomery *viâ* Multan and between Lodhran and Lyallpur *viâ* Khanewal 1 in 500; between Karachi and Kotri 1 in 200; between Sialkot and Jammu, Gurdaspur and Pathankot and Daudkhel and Mari 1 in 170; between Lalamusa and Peshawar 1 in 100; between Sibi and Chaman and Sibi and Nushki 1 in 40 with 1 in 25 banking sections; between Daudkhel and Campbellpore, Rawalpindi and Kohat and Khushalgarh and Jand 1 in 70; between Peshawar and Jamrud 1 in 50 and between Sody and Khewra 1 in 60.

Contract—

Nil.—The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1886 will be found in Appendix 38 to the Report for 1907.)—

Includes the Kohat-Thal and Nowshera-Durgai railways from date of opening, and the Kalka-Simla railway from 1907, the year in which it became an integral part of the North Western railway system.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on lines open and (*if*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings given in column (3).	Government share of surplus profits recoverable in England by the Secretary of State from the Southern Punjab Railway Company.	Total income (column 5+column 7).	Percentage of total income on capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each calendar year.*	Commercial section. Earnings per mile per week.	Commercial section. Pro: of exp: to earnings.	Military section. Earnings per mile per week.	Military section. Pro: of exp: to earnings.	Entire line. Earnings per mile per week.	Entire line. Pro: of exp: to earnings.
1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs		Rs.	
1886	1,850·78	36,00,90,705	2,63,60,901	1,19,92,839	3·32	...	1,19,92,839	3·32	1,14,07,146	53,00,733	—47,15,042	...	...	...	...	261	52·49
1887	2,398·79	38,37,70,873	2,10,03,388	57,77,585	1·51	...	57,77,585	1·51	1,01,58,779	80,30,822	—1,24,09,516	...	...	...	...	182	72·33
1888	2,441·73	39,71,81,200	2,57,79,305	83,66,598	2·11	...	83,66,598	2·11	1,09,18,938	83,45,766	—1,09,98,096	...	...	...	...	202	67·37
1889	2,442·10	40,94,31,602	2,82,06,832	1,02,84,741	2·51	...	1,02,84,741	2·51	1,13,70,518	83,98,768	—94,90,543	290	56·53	90	107·75	224	63·35
1890	2,465·78	41,83,37,620	2,73,90,035	1,02,57,601	2·45	...	1,02,57,601	2·45	1,16,60,585	74,54,323	—88,63,307	283	54·95	88	110·72	219	62·35
1891	2,466·99	42,15,91,441	3,25,78,855	1,21,32,521	2·88	...	1,21,32,521	2·88	1,20,67,542	80,05,299	—79,40,320	344	55·60	88	132·41	261	62·98
1892	2,528·06	43,00,81,140	2,64,35,665	94,50,960	2·20	...	94,50,960	2·20	1,24,20,030	89,84,076	—1,19,59,146	290	55·58	90	131·08	208	64·25
1893	2,573·25	43,99,74,451	2,92,63,732	97,97,643	2·23	...	97,97,643	2·23	1,27,51,682	90,98,545	—1,20,52,584	313	60·20	69	132·71	230	66·53
1894	2,528·21	45,06,76,395	3,28,14,097	1,28,35,181	2·85	...	1,28,35,181	2·85	1,24,63,279	1,03,59,245	—99,97,343	347	53·11	76	122·95	253	60·31
1895	2,575·90	46,56,84,932	3,52,18,382	1,64,46,998	3·53	...	1,64,46,998	3·53	1,35,01,193	1,03,17,885	—73,71,880	379	46·79	75	116·14	274	53·30
1896	2,713·91	48,10,81,363	3,94,41,749	1,18,86,409	2·47	...	1,18,86,409	2·47	1,42,35,427	96,43,595	—1,19,92,606	292	54·68	75	97·77	220	59·55
1897	2,817·02	49,07,95,758	3,29,03,448	1,49,78,897	3·05	...	1,49,78,897	3·05	1,45,40,238	99,36,191	—95,86,532	302	49·79	72	93·76	225	54·38
1898	2,817·64	49,65,81,389	3,76,01,913	1,55,74,360	3·74	...	1,55,74,360	3·74	1,50,41,459	89,35,540	—51,02,948	354	45·98	63	101·26	256	50·60
1899	2,944·80	50,27,26,360	3,52,21,759	1,60,89,223	3·20	...	1,60,89,223	3·20	1,50,40,201	85,61,108	—75,12,384	326	47·73	58	124·43	232	54·32
1900	3,005·67	50,85,06,682	3,15,22,237	1,32,19,151	2·60	...	1,32,19,151	2·60	1,54,25,164	85,76,682	—1,07,82,695	276	52·34	60	107·61	202	58·02
1901	3,117·37	51,54,17,599	4,11,89,277	2,03,56,471	3·95	1,73,653	2,05,30,124	3·98	1,55,93,807	86,02,323	—36,65,905	350	45·41	69	99·55	255	50·32
1902	3,147·45	52,81,86,554	4,22,19,927	1,73,70,994	3·29	41,522	1,74,11,616	3·30	1,60,21,946	85,81,455	—71,91,784	380	53·63	67	112·42	262	58·62
1903	3,255·74	53,53,09,487	4,93,83,876	2,50,98,517	4·67	90,308	2,50,98,825	4·69	1,63,40,061	85,77,430	+1,81,334	421	44·42	65	106·94	294	49·36
1904	3,317·54	55,14,60,717	5,16,56,310	3,22,92,909	5·86	2,30,078	3,25,23,587	5·90	1,69,17,362	85,77,430	+70,28,705	519	42·29	75	113·47	361	47·60
1905	3,403·83	57,66,87,197	5,86,74,943	3,90,52,383	6·04	4,43,110	2,94,95,493	5·11	1,76,38,636	85,77,430	+32,79,427	493	46·65	75	94·82	338	50·46
1906	3,503·66	60,67,74,838	6,18,66,041	2,93,40,919	4·84	5,67,842	2,99,08,761	4·93	1,87,21,061	85,77,430	+26,10,250	495	48·22	77	101·07	343	52·57
1907	3,614·80	64,57,43,048	7,04,86,241	3,38,51,129	5·23	7,75,023	3,46,26,352	5·36	1,53,47,585	85,77,430	+1,02,01,337	534	47·21	78	112·58	375	51·93
1908	3,618·10	69,00,11,881	5,61,66,182	*93,38,475	1·35	6,47,945	99,85,520	1·45	1,86,33,292	85,77,430	—1,72,25,202	418	76·58	81	148·06	298	83·54
1909	3,723·91	72,31,90,764	6,79,03,754	2,13,69,740	2·95	3,56,230	2,17,25,520	3·00	1,96,54,374	85,77,430	—65,06,284	490	62·52	79	140·79	355	68·48
1910	3,725·89	73,64,05,633	7,41,00,787	2,51,73,007	3·41	5,79,021	2,57,52,028	3·50	2,00,55,641	85,77,430	—28,80,193	534	61·69	82	122·51	382	65·99
1911	3,813·22	75,40,44,149	7,93,87,066	3,12,68,436	4·15	4,00,699	3,16,68,534	4·14	2,11,48,800	85,77,430	+19,42,304	567	56·26	86	117·40	402	60·81
1912	3,812·29	78,05,65,338	9,06,27,413	4,37,15,957	5·60	5,21,666	4,43,37,623	5·68	2,14,42,020	85,77,430	+1,43,18,173	638	48·12	91	97·86	466	51·76

8 (*b*) Amritsar-Patti railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Amritsar to Tarn Taran	21-9-06	15·00	
Tarn Taran to Patti	30-12-06	12·05	
Patti to Kasur	4-4-10	27·21	
			54·26

*The decrease in net earnings in 1908 was due chiefly to extraordinary charges incurred in the repairs of flood damages, accentuated by a fall in the gross earnings consequent upon the failure of the wheat export trade from Karachi and the diminution of traffic generally owing to famine and extensive breaches of the line caused by floods.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—** ***contd.***

8 (*b*) Amritsar-Patti railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—Station yards only are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 22nd May 1905, *between the Secretary of State and the Amritsar-Patti Railway Company*, as to the construction, maintenance, management and working of the Amritsar-Patti railway.

Dated the 7th May 1909, *between the Secretary of State and the Amritsar-Patti Railway Company*, as to the construction, maintenance, management and working of the Patti-Kasur extension as an integral part of the Amritsar-Patti railway.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company, except for quarrying, ballast, brickfield or other temporary works.

(ii) *Government aid.*—The Government constructed the line (from funds supplied by the Company whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway.

By way of rebate the Government allow the Company, in respect of each calendar year, such sum up to 45 per cent of the gross earnings from traffic (excluding those derived from the carriage of stores) interchanged between the North Western railway and the Amritsar-Patti railway as shall, together with the net earnings of the Company, make up an amount equal to an interest for the year at a rate of 5 per cent per annum on the actual expenditure charged in the Capital Account, *plus* Rupees 7,200 on account of office expenses and those of management and direction and such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to Revenue, subject to the same limit.

(iii) *Terms of working.*— } For management, maintenance, working and provision of rolling-stock

(iv) *Distribution of profits.*— } the Government retain 45 per cent of the gross earnings in each half-year of the Amritsar-Patti railway; the remainder, constituting the net earnings, is paid to the Company.

But should the net earnings of the Company in any year exceed the maximum amount sufficient to pay a dividend of 5 per cent per annum, such excess is to be applied towards the payment of office expenses and expenses of management and direction [referred to under (ii)] up to a limit of Rs. 15,000, the balance being divided equally between the Government and the Company.

(v) *Rates and fares.*—To be arranged between the Government and the working agency within the maximum and minimum in force on, and the classification of goods to be in conformity with that of, the working Agency.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} To be conveyed at the same rates and under the same arrangements as apply to State railways.

(vii) *Power of the Government to determine contract.*—The Government may, by giving twelve months' previous notice in writing of purchase, determine the contract either on the 31st December 1935 or on the 31st December in the last year of any subsequent period of 10 years, by paying to the Company in rupees 25 times the average yearly net earnings of the Company during the last preceding three years, subject to a limit of 20 per cent in excess of, but not less than, the total capital expenditure of the Company.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract [if not determined under* (vii) *].*—None specified.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits.	Total income [column 5+column 7].	Percentage of total income on total capital outlay in column (3).	Earnings per mile per week	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906	27·49	11,90,964	15,368	8,452	0·71	..	8,452	0·71	69	45·00
1907	27·49	14,19,465	1,61,230	88,704	6·25	3,726	84,978	5·99	118	45·00
1908	27·49	14,87,400	1,79,161	98,703	6·63	4,852	93,851	6·24	126	45·00
1909	27·60	17,88,129	2,18,369	1,20,103	6·72	15,937	1,04,146	5·82	152	45·00
1910	54·26	26,67,469	3,64,322	2,00,378	7·51	30,922	1,69,456	6·35	146	45·00
1911	54·26	28,68,452	4,70,792	2,58,936	9·02	49,275	2,09,661	7·31	167	45·00
1912	54·26	28,70,826	5,24,419	2,88,431	10·03	61,317	2,27,114	7·91	186	45·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$ · **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Frontier of the Kashmir State to the left bank of the Tawi river near Jammu.	15-3-90	15·79	15·79

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

Dated the 2nd February 1906, having effect from 1st January 1903, *between the Government of India and the Kashmir Durbar*, as to construction and working.

Main provisions of agreement—

(i) *Land.*—Provided free of cost by the Durbar and the Government in their respective territories.

(ii) *Government aid.*—The section was constructed (from funds supplied by the Kashmir Durbar, whose property it is), and is managed, maintained, stocked and worked by the North Western railway.

By way of rebate the Government allow to the Durbar a payment on traffic interchanged with the North Western railway to such extent, as, together with the share of net earnings attributable to the section, will afford a total dividend of 3½ per cent per annum on the actual capital expenditure to end of each half year, subject to the proviso that such rebate in no case exceeds the North Western railway's net earnings from traffic interchanged with the section.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retains 55·50 per cent of the gross earnings of the section, the remaining 44·50 per cent being credited to the Durbar, subject to the rebate noted under (ii).

(v) *Rates and fares.*—To be such as are from time to time in force on the main line of the North Western railway.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.— } To be conveyed on the same general conditions as those in force on the main line of the North Western railway.
(*b*) Government bullion and coin, and the persons in charge thereof.— }
(*c*) Services to the Durbar.—As in clauses 15, 16 and 17 of the agreement.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbar to surrender agreement.*— } The agreement is terminable on six months' notice by either side.

(ix) *Term of agreement*—5 years from 1st January 1903 and thereafter as noted under (vii) and (viii).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	15·92	9,62,284	54,881	24,422	2·54	9,258	33,680	3·50	66	55·50
1904	15·99	9,62,208	56,231	25,023	2·60	8,655	33,678	3·50	68	55·50
1905	15·98	9,62,208	66,342	29,745	3·09	4,540	34,285	3·56	80	55·50
1906	15·98	9,78,566	77,683	34,571	3·53	684	35,255	3·60	98	55·50
1907	15·98	9,79,109	80,172	35,677	3·64	−684	34,993	3·57	96	55·50
1908	15·98	9,93,606	85,390	37,999	3·82	...	37,999	3·82	103	55·50
1909	15·98	10,01,019	88,927	37,347	3·70	...	37,347	3·70	101	55·50
1910	15·79	10,10,234	86,918	38,679	3·82	...	38,679	3·82	106	55·50
1911	15·79	10,14,336	98,823	43,977	4·33	...	43,977	4·33	120	55·50
1912	15·79	10,27,239	81,400	36,223	3·50	...	36,223	3·50	99	55·50

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (n)}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*d*) Jullundur Doab railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Jullundur city to Kapurthala	23-6-12	12·72		
Kapurthala to Sultanpur Lodi	26-8-12	15·53		
			28·25	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.				
Sultanpur Lodi to Ferozepore (sanctioned on 2nd June 1911)	...	44·89		
Lohian to Phillaur (sanctioned on 2nd June 1911)	...	39·89		
Jullundur to Nakodar (sanctioned on 23rd October 1912)	...	20·20		
			104·98	
				133·23

Details of construction—

Permanent-way.—The permanent-way consists of 78-lb. double-headed rails on Bradford Leslie pattern cast iron plate sleepers, of 75-lb. flat-footed British standard rails on deodar sleepers with bearing plates at bridges, points and crossings and 60-lb. flat-footed British standard rails on deodar sleepers on goods and minor sidings.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced except round station yards and at level crossings.

Curves.—The sharpest curve is of 1910 feet radius.

Gradients.—The steepest gradient is 1 in 500.

Contracts—

Dated 9th July 1912, *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, maintenance and working of the Jullundur Doab railway, supplementary to the provisions of the contract of the 13th August 1895 (called the principal contract) and of the contracts of the 4th May 1899, the 4th June 1903, the 4th October 1905, the 14th May 1908 and the 24th June 1909, between the Secretary of State and the Southern Punjab Railway Company.

Dated the 20th January 1913 (supplemental to the contract of 1912), between the Secretary of State and the Southern Punjab Railway Company, as to the construction of the Jullundur-Nakodar chord as part of the Jullundur Doab Railway.

Main provisions of contracts—

(i) *Land*.—Land in British territory provided by the Government free of cost, and that in Native State (not being waste land) on payment of compensation by the Company, unless the Durbar waive their claim to such compensation.

(ii) *Government aid*.—The Government manage, maintain stock and work the railway in all respects, as far as practicable, as a part of the North Western Railway system, and allow to the Company in respect of this line, for each year, by way of rebate on the net earnings of the North Western railway in respect of any such traffic as is mentioned or referred to in clause 22 of the contract of 1912, such a sum as, together with the net earnings of the Jullundur Doab railway, will be equal to interest for such year at the rate of 4½ per cent. on the capital expenditure of the Company on the Jullundur Doab railway as charged to the capital account.

(iii) *Terms of working*.—For management, maintenance, provision of rolling-stock and working Government retain 52 per cent. of gross earnings, the remaindar being the net earnings of the Company. Such net earnings together with the rebate refferred to under (ii) above constitute the Company's net receipts.

(iv) *Distribution of profits*.—Surplus profits in excess of 4½ per cent. per annum on the total capital expenditure of the Company are divisible at the close of each year between the Company and the Secretary of State in the proportion of ¼th to the Company and ¾ths to the Secretary of State subject to the provisions laid down in clause 26 of the contract of 1912.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. NORTH WESTERN RAILWAY SYSTEM—*contd.*

8 (*d*) Jullundur Doab railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—

(v) *Rates and fares.—*
(vi) *Special obligations as to the conveyance of.—*
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Government to determine contract.—*
(viii) *Power of the Company to surrender contract.—*
(ix) *Term of contract [if not determined under (vii) and (viii)].—*

As noted under 8 (*h*), Southern Punjab railway (5′ 6″ gauge).

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway, (+), or share of surplus profits payable to the Secretary of State in England (—).	Total income.	Percentage of total income on total capital outlay given in column (8).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1912	28·25	1,01,82,301	8,129	3,902	0·03	...	3,902	0·03	13	52·00

8(*e*) Khanpur-Chachran railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Khanpur to Chachran	11-1-11	22·02	22·02

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on jarrah sleepers.

Ballast.—The line is ballasted with broken brick on curves and approaches to large bridges and the remainder with sand.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 600.

Agreement—

Dated the 21st August 1912 (having effect from the 1st January 1911), *between the Secretary of State and the Bahawalpur Durbar*, as to the construction, maintenance and working of the Khanpur-Chachran railway by the North Western railway.

Main provisions of agreement—

(i) *Land.*—To be provided free of cost by the Bahawalpur Durbar, both during and after construction.

(ii) *Government aid.*—The line was constructed by the Government (from funds supplied by the Bahawalpur Durbar, whose property it is), and is managed, maintained, stocked and worked, through the agency of the North Western railway as if it were part of its system.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*e*) Khanpur-Chachran railway (5′ 6″ gauge)—*concld.*

Main provisions of agreement—*concld.*

By way of rebate Government allow to the Durbar a sum not exceeding in any year the net earnings of the North Western railway from traffic interchanged with the Khanpur-Chachran branch railway, excluding railway stores, as shall, together with the net earnings of the branch, make up an amount equal to interest at 3 per cent per annum on the actual expenditure charged in the capital account of the branch.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retains 50 per cent of the gross earnings of the branch, the balance being paid to the Durbar.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government and Durbar officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbar to surrender agreement.*— } The agreement is terminable on the 1st January or 1st July in any year after 1935, on six months' notice given by either party to the other. The Government may also determine the agreement at any time, on six months' notice, should either the North Western railway or the Bahawalpur Durbar fail to observe their obligations.

Upon the determination of the agreement the North Western railway shall give to the Bahawalpur Durbar possession of the Khanpur-Chachran railway, together with all its belongings and moneys then payable to it, after which the Bahawalpur Durbar shall indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Khanpur-Chachran railway.

(ix) *Term of contract.*—From date of opening of the line until 1935, subject to (vii) and (viii).

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1911	22·02	13,95,947	12,861	6,431	0·46	...	...	...	22	50·00
1912	22·02	13,84,971	28,854	14,436	1·01	13,721	28,147	2·03	25	50·00

8 (*f*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ludhiana *vid* Dhuri to Jakhal	10-4-01	78·65	78·65

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with broken brick and kunkur.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$ NORTH WESTERN RAILWAY SYSTEM—*contd.*

8 (*f*) Ludhiana-Dhuri-Jakhal railway (5' 6" gauge)—*concld.*

Agreement—

Dated the 6th September 1899, *between the Secretary of State and the Maler Kotla and Jhind Durbars*, as to the construction, maintenance and working.

Main provisions of agreement—

(i) *Land.*—Provided free of cost by the Government in the case of British territory and by the Durbars concerned in the case of Native States' territory up to the date of the agreement of 1899; thereafter all land provided by the Maler Kotla and Jhind Durbars is debited to capital.

(ii) *Government aid.*—The Government constructed the line (from funds supplied in the ratio of $\frac{4}{5}$ths and $\frac{1}{5}$th, respectively, by the Jhind and Maler Kotla Durbars, whose property it is), and manages, maintain, stock and work it, through the agency of the North Western railway, as part of its system.

(iii) *Terms of working.*— } For management, maintenance, provision of rolling-stock and working,
(iv) *Distribution of profits.*— } 55 per cent of the gross earnings are retained by the North Western railway, and the balance is paid to the Jhind and Maler Kotla Durbars to be divided between them in the ratio of $\frac{4}{5}$ths to the former and $\frac{1}{5}$th to the latter.

Note.—With effect from 1st January 1913, 55 per cent retained by the North Western railway will be reduced to 52 per cent.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high officials and stores, both of the Government and the Durbars.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.
(*b*) Government and Durbar bullion and coin, and the persons in charge thereof.— }

(vii) *Power of the Government to determine agreement.*— } On the 31st December 1904, or the 1st January
(viii) *Power of the Durbars to surrender agreement.*— } or 1st July in any year thereafter, on six months' notice given by either party to the other. Upon the determination of the agreement the North Western railway will give to the Maler Kotla and Jhind Durbars possession of the railway, all its belongings and moneys then payable to them, after which the Durbars will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Ludhiana-Dhuri-Jakhal railway. The Government may also determine the contract at any time on six months' notice in writing should either the North Western railway or the Durbars fail to observe their obligations.

(ix) *Term of contract.*—From the 6th September 1899 to the 31st December 1904 and thereafter as noted under (vii) and (viii).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	1	2
	Miles.	Rs.	Rs.	Rs.			Rs.	
1903 . .	78·65	41,19,964	3,15,026	1,41,762	3·44	The decrease in capital outlay in 1903 was due to credits.	77	55·00
1904 . .	78·66	41,19,634	3,46,059	1,55,727	3·78		85	55·00
1905 . .	78·66	41,22,517	5,15,007	2,31,753	5·62		126	55·00
1906 . .	78·65	41,70,608	6,44,063	2,89,823	6·95		157	55·00
1907 . .	78·65	41,81,658	6,45,856	2,90,410	6·94		153	55·00
1908 . .	78·65	41,86,647	6,24,593	2,81,067	6·71		153	55·00
1909 . .	78·65	41,89,158	6,13,490	2,76,070	6·59		150	55·00
1910 . .	78·65	*41,88,289	8,30,707	3,73,818	8·92		203	55·00
1911 . .	78·65	41,92,181	6,55,093	2,94,792	7·03		160	55·00
1912 . .	78·65	41,91,995	7,16,119	3,22,253	7·68		175	55·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*g*) Rajpura-Bhatinda railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Rajpura to Patiala	1-11-84	16·00	
Patiala to Bhatinda	13-10-89	92.04	
			108·04

Details of construction—

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 250.

Agreement—

Dated the 30th January 1893, *between the Secretary of State and the Patiala Durbar,* as to management, maintenance and working.

Main provisions of agreement—

(i) *Land.*—For original construction was provided free of cost by the Patiala Durbar ; the cost of that provided after 13th October 1889 (the date on which the agreement came into force) is debited to capital.

(ii) *Government aid.*—The line, which is the property of the Patiala Durbar, is managed, maintained, stocked and worked by the Government through the agency of the North Western railway as part of its system as from the 13th October 1889.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working 55 per cent of the gross earnings (reduced to 52 per cent from 1st January 1904 in accordance with the Government of India, Public Works Department, No. $\frac{817}{818}$ R.T.; dated the 5th October 1903, to the address of the $\frac{\text{Government of the Punjab}}{\text{Manager, North Western railway}}$) are retained by the North Western railway, and the balance is paid to the Patiala Durbar.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high officials and stores both of the Government and of the Durbar.—
(*b*) Government and Durbar bullion and coin, and the persons in charge thereof.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbar to surrender agreement.*— } On the 31st December 1892 or on the 1st January or 1st July in any year thereafter, on six months' notice given by either party to the other. The Government may also determine the contract at any time on six months' notice in writing, should either the North Western railway or the Patiala Durbar fail to observe their obligations. Upon the determination of the agreement the North Western railway will give to the Patiala Durbar possession of the railway, all its belongings and moneys then payable to it, after which the Patiala Durbar will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Rajpura-Bhatinda railway.

(ix) *Term of agreement.*—From 13th October 1889 to the 31st December 1892, and thereafter as noted under (vii) and (viii).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (n)}$ **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*g*) Rajpura-Bhatinda railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	107·05	67,18,890	9,64,002	4,33,801	6·46	173	55·00
1904	107·05	67,23,431	10,67,925	5,13,604	7·62	192	52·00
1905	107·05	67,18,881	12,58,390	6,01,628	8·95	225	52·00
1906	107·05	68,02,580	11,87,134	5,69,825	8·38	213	52·00
1907	107·05	68,14,790	14,80,997	7,10,878	10·43	266	52·00
1908	107·05	68,52,951	13,74,351	6,59,689	9·63	247	52·00
1909	106·45	68,69,482	13,15,393	6,31,388	9·19	237	52·00
1910	106·45	68,92,203	13,91,108	6,67,731	9·68	251	52·00
1911	107·01	69,89,254	16,30,470	7,82,625	11·20	293	52·06
1912	108·04	70,42,212	20,30,909	9,74,788	13·84	363	52·00

8 (*h*) Southern Punjab railway (5′ 6″ gauge)—

Chairman.—Sir Bradford Leslie, K.C.I.E.

Secretary.—Urban Broughton, Esq.

Offices.—Egypt House, 36, New Broad Street, London, E.C.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Delhi *vid* Bhatinda to Samsata	10-11-97	399·89		
Independent entrance from Delhi Brewery to Delhi	20-12-09	0·79		
			400·68	
Branch—				
Narwana to Kaithal	1-2-99	23·38		
			23·38	
				424·06
DOUBLE LINE—				
Delhi Brewery Cabin Junction to Delhi Kishanganj	1-1-12	0·19		
Delhi Kishanganj to Shakurpur	1-7-12	4·23		
			4·42	

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine, deodar and jarrah.

Ballast.—The line is ballasted throughout with broken brick and stone.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 2,100 feet radius.

Gradients.—The ruling gradient is 1 in 333.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*h*) Southern Punjab railway (5′ 6″ gauge)—*contd.*

Contracts—

Dated the 13th August 1895 (called the principal contract), *between the Secretary of State and the Southern Punjab Railway Company*, as to construction, management, maintenance and working.

Dated the 4th May 1899 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Narwana-Kaithal branch.

Dated the 4th June 1903 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 4th October 1905 (supplemental to the contracts of 1895, 1899 and 1903), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Southern Punjab "Ludhiana" Extension.

Dated the 14th May 1908 (supplemental to the contracts of 1895, 1899, 1903 and 1905), *between the Secretary of State and the Southern Punjab Railway Company*, for the purpose of defining the position of the Ludhiana-Dhuri-Jakhal railway in relation to the Southern Punjab railway.

Dated the 24th June 1909 (supplemental to the contracts of 1895, 1899, 1903, 1905 and 1908), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Satlej Valley railway.

Main provisions of contracts—

(i) *Land.*—In British territory provided by the Government free of cost to the Company. As to that in the territories of any Native State, the Government undertake to use their influence to acquire it for the Company, as far as possible, on the same terms.

(ii) *Government aid.*—The Government manage, maintain, stock and work the railway in all respects as far as practicable as part of the North Western railway system.
Government allow the Company, in respect of each half-year, by way of rebate on the net earnings of the North Western railway from traffic interchanged with the Southern Punjab railway and from all traffic originating and terminating at stations of North Western railway (including the stations at Delhi and Samasata respectively but not including the stations of Patiala State railway) as shall be sent over the said railway by the North Western railway in exercise of the power conferred upon, or reserved to it, by sub-clause 5 of clause 18 of the contract of the 13th August 1895, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the Company's net earnings, make up an amount equal to interest for the year at 3½ per cent on the actual expenditure charged in the Capital account.

(iii) *Terms of working.*—For management, maintenance, provision of rolling-stock and working, the Government retain 52 per cent of the gross earnings, the remainder being the net earnings of the Company. Such net earnings, together with the rebate referred to under (ii), constitute the Company's net receipts.

(iv) *Distribution of profits.*—Surplus profits in excess of 3¾ per cent per annum on the total expenditure of the Company in sterling are divisible equally at the close of each year between the Government and the Company, provided that, after the completion of the Ludhiana Extension, a sum of £5,000 per annum is deducted from the net receipts of the Company's existing lines for administrative expenses in England and India before division of profits.

(v) *Rates and fares.*—To be fixed by the Government within the maxima and minima for the time being in force on the North Western railway.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} To be conveyed at the same rates and under the same arrangements as may be in force on State railways.

(vii) *Power of the Government to determine contract.*—Government may, by giving twelve months' notice, determine the contract and acquire the line on the 31st December 1929, or on the 31st December 1934 or on the 31st December of the last year of any subsequent period of ten years, except the period expiring on 31st December 1954, paying to the Company in sterling a sum, equal to 25 times the yearly average of the Company's share of the net earnings of the railway during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company in sterling nor be less than such capital expenditure. Government may also determine the contract on the 31st December 1954 by paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii) *or* (viii)].—None specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$ NORTH WESTERN RAILWAY SYSTEM—*contd.*

8 (*h*) Southern Punjab railway (5′ 6″ gauge)—*concld.*

Statistics of working—

	TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from N. W. Ry., (+), *or* share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.				Rs.	
1897 .	399·80	1,99,08,812	1,61,038	77,298	0·39	+ 19,942	97,240	0·54	Adjustments	52	52·00
1898 .	399·80	2,23,62,921	16,29,122	7,81,978	3·49	...	7,81,978	3·49	under the	74	52·00
1899 .	423·18	2,26,68,252	16,11,010	7,73,285	3·41	+17,318	7,90,603	3·48	Cripps'	73	52·00
1900 .	423·93	2,26,57,063	16,36,280	7,89,360	3·48	+ 3,562	7,92,922	3·50	award were brought into	74	52·00
1901 .	423·93	3,25,70,734	24,96,333	11,98,240	5·31	—1,73,653	10,24,587	4·54	account in	113	52·00
1902 .	424·72	2,27,93,660	19,41,541	9,31,940	4·09	—41,522	8,90,418	3·90	1901, but in	88	52·00
1903 .	425·33	2,28,27,906	21,52,158	10,36,396	4·54	—90,308	9,46,088	4·14	these statistics they have been adjusted and allocated to the proper years.	98	52·00
1904 .	425·33	2,29,43,454	27,47,442	13,18,772	5·74	—2,30,678	10,88,094	4·74		124	52·00
1905 .	425·33	2,30,18,696	36,40,372	17,47,379	7·59	—4,43,110	13,04,269	5·66		165	52·00
1906 .	425·33	2,31,30,148	41,67,059	20,00,188	8·65	—5,67,842	14,32,346	6·19		188	52·00
1907 .	423·75	2,31,79,761	50,37,456	24,17,978	10·43	—7,75,023	16,42,955	7·09		228	52·00
1908 .	423·75	2,33,22,671	44,44,156	21,33,194	9·14	—6,47,045	14,86,149	6·37		202	52·00
1909 .	424·06	2,35,69,932	33,15,733	15,91,551	6·75	—3,56,280	12,35,271	5·24		150	52·00
1910 .	424·06	2,39,18,571	43,21,320	20,74,234	8·67	—5,55,091	15,19,143	6·35		196	52·00
1911 .	424·06	2,43,04,411	50,29,087	24,13,962	9·93	—7,57,754	16,56,208	6·81		228	52·00
1912 .	424·06	2,47,35,830	58,82,883	28,23,74	11·41	—9,54,113	18,69,671	7·56		267	52·00

8 (*i*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ludhiana to Ferozepore	10-6-05	76·68	
Ferozepore to MacLeod Ganj	10-2-06	75·36	
			152·04

Details of construction—

Permanent-way—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah and deodar sleepers.

Ballast.—The line is ballasted with brick.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Main provisions of contracts—

This extension is worked by the Government, through the agency of the North Western railway as a part of the Southern Punjab railway under the provisions of the contracts noted under 8(*h*), Southern Punjab railway (5′ 6″ gauge), except as follows :—

(i) *Government aid.*—Government allow to the Company, in respect of each half-year, a rebate on the net earnings of the North Western railway derived from—

(*a*) the traffic interchanged between the North Western railway and this railway, whether directly or by way of the other railways of the Company ;

(*b*) all traffic orginating and terminating at stations of the North Western railway (including the stations at Delhi, Samasata, Ferozepore and Ludhiana respectively, but not including stations of the Patiala State railway) which shall be sent over this railway by the North Western railway in exercise of the power conferred upon or reserved to it by sub-clause 5 of clause 18 of the contract of 1895 ; and

(*c*) coaching traffic between Ludhiana and Ferozepore over and above the average earnings of the North Western railway from such traffic during the corresponding half-year in the five years preceding the opening of this line.

Such rebate to be of an amount which shall not exceed the amount of the said net earnings and which when added to all allowances by way of rebate made to the Company under the provisions of the contracts of 1895 and 1899 in respect of the same half-year, shall not exceed the net earnings of

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (n).}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*i*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

the North Western railway from all traffic interchanged with or sent over any part of the Company's lines (including this line), but which subject as aforesaid, shall extend to an amount sufficient, with the net earnings of this line, to make up interest at the rate of 5 per cent per annum on the capital expenditure of the Company in respect of this line as charged in the capital account.

Provided that the Company shall not in any half-year be entitled under this clause to any rebate in respect of traffic which is also the subject of rebate under clause 23 of the contract of 1895 if and to the extent to which in that half-year the sum required to make up the earnings of the Company to 3½ per cent under clause 23 of the contract of 1895 could have been insufficient for that purpose without taking into account such traffic or some part thereof, but any surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate both under the first part of this clause and also under the contract of 1895 which shall remain after satisfying any claim under that contract shall nevertheless be applicable to meet any claim of the Company to rebate under this clause.

(ii) *Distribution of profits.*—Surplus net receipts in excess of 5 per cent per annum on the Company's total capital expenditure in respect of the extension are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905	77·05	70,09,669	73,332	35,200	0·50	+10,500	45,700	0·65	33	52·00
1906	155·05	79,33,781	6,29,557	3,02,187	3·81	+33,318	3,35,505	4·23	83	52·00
1907	152·04	83,43,314	8,98,142	4,31,108	5·17	+31,163	4,62,271	5·54	112	52·00
1908	152·04	87,92,087	8,31,931	3,99,327	4·54	+16,826	4,16,153	4·73	105	52·00
1909	152·04	89,14,112	7,88,692	3,78,573	4·25	+35,203	4,13,776	4·64	100	52·00
1910	152·04	89,40,892	10,03,716	4,81,784	5·39	+2,352	4,84,136	5·41	127	52·00
1911	152·04	89,83,708	10,90,618	5,23,497	5·82	—56,165	4,67,332	5·20	138	52·00
1912	152·04	90,15,837	11,77,568	5,65,233	6·26	—85,910	4,79,323	5·31	149	52·00

8 (*j*) Sutlej Valley railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kasur to Lodhran	6-7-10	208·19	208·19

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers for main line and main loops and 60-lb. flat-footed rails on jarrah and deodar sleepers for other sidings.

Ballast.—The line is ballasted with broken brick.

Fencing.—Only station yards and short lengths on each side of level crossings provided with gates are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Main provisions of contract—

This railway is worked by the Government, through the agency of the North Western railway, as a part of the Southern Punjab railway under the provisions of the contracts noted under 8 (*i*), Southern Punjab railway (5′ 6″ gauge), except as follows:—

(i) *Government aid.*—Government allow the Southern Punjab Railway Company, for each half-year, by way of rebate on the net earnings of the North Western railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*j*) Sutlej Valley railway (5′ 6″ gauge)—*concld.*

Main provisions of contract—*concld.*

with the net earnings of the Company in respect of this railway, will be equal to interest at 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway, provided that if in any year the rebate so ascertained shall exceed the aggregate of the—

(*a*) net earnings of the North Western railway from its interchanged traffic with the Sutlej Valley railway and from traffic originating and terminating at stations on the North Western railway (including the stations at Delhi, Samasata, Ferozepore, Ludhiana, Kasur and Lodhran, but not including stations of the Patiala railway), and sent over the Sutlej Valley railway, other than that which is subject to rebate under either or both clause 23 of the contract of the 13th August 1895 and clause 12 of the contract of the 4th October 1905, and

(*b*) such surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate under either or both clause 23 of the contract of the 13th August 1895 or clause 12 of the contract of the 4th October 1905 as shall remain after satisfying claims under such clauses or either of them (if any), then the rebate for such year shall be reduced to an amount equal to the aggregate of the two said sums.

(ii) *Distribution of profits.*—Surplus net receipts in excess of 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1910 .	209·46	1,54,94,559	2,89,668	1,39,041	0·90	...	1,39,041	0·90	54	52·00
1911 .	208·19	1,52,17,748	5,66,486	2,71,914	1·79	+4,13,820	6,85,734	4·50	52	52·00
1912 .	208·19	1,52,38,474	5,17,652	2,48,473	1·63	+4,04,636	6,53,109	4·29	48	52·00

8 (*k*) Kalka-Simla railway (2′ 6″ gauge)—

The railway was constructed by, and at the cost of, the Delhi-Umballa-Kalka Railway Company. On the representation of the Company it was decided to purchase the Company's interest in the line. This was effected by the payment of £300,000; the Secretary of State waiving all claim to arrears of unpaid interest on the advances, *viz.*, Rs. 1,16,47,512, made to the Company. The purchase of the line by the State was effected from 1st January 1906; but the Company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western railway administration with effect from the 1st January 1907.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kalka to Simla station	9-11-03	59·44	
Simla station to Old Bullock Train Office	27-6-09	0·48	
			59·92

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers. The 40¼-lb. rails are being renewed with 60-lb. and 62-lb. flat-footed rails.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced only along the Kalka camping ground and through the outskirts of the town of Kalka.

Curves.—Most of the curves are compound, the limiting radius being 120 feet.

Gradients.—The ruling gradient is 1 in 33.

Contract—

As noted under 8 (*a*), North Western railway (5′ 6″ gauge).

Rates and fares.—May be varied within the limits of certain fixed maxima and minima subject to certain special conditions regarding charges for tunnels.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*k*) Kalka-Simla railway (2′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year; *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906 .	59·44	1,77,93,538	7,64,322	3,07,125	1·73	5,90,655	—2,83,530	The decrease in net earnings in 1910 is mainly due to renewals of permanent-way with 60-lb. rails and charges for special renewals amounting to Rs. 2,04,056.	247	59·82
1907 .	59·44	1,76,82,568	9,25,979	4,05,368	2·29	5,83,663	—1,78,295		300	56·22
1908 .	59·44	1,83,44,085	9,64,623	2,90,131	1·58	5,67,129	—2,76,998		312	69·92
1909 .	59·92	1,88,14,812	9,81,289	2,39,679	1·27	5,81,632	—3,41,953		316	75·58
1910 .	59·92	1,94,24,591	10,30,967	36,042	0·18	6,03,907	—5,67,865		331	96·50
1911 .	59·92	1,96,91,570	11,54,432	3,37,867	1·71	6,22,427	—2,84,560		370	70·73
1912 .	59·92	1,97,61,852	12,59,923	3,95,164	2·00	6,25,180	—2,30,016		404	68·63

8 (*l*) Kohat-Thal railway (2′ 6″ gauge)—

Originally the line was on the 2′ 6″ gauge from Khushalgarh, from which place to Kohat it was converted into 5′ 6″ gauge and merged in the North Western railway proper in 1908.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kohat to Thal	1-4-03	61·75	61·75

Details of construction—

Permanent-way.—The line is laid partly with 25-lb. and partly with 21-lb. rails, partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract—

As noted under 8 (*a*), North Western railway (5′ 6″ gauge).

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 . .	29·70	49,49,378	29,225	9,388	0·19	31	67·88
1903 . .	91·73	56,70,700	1,38,538	—99,560	...	34	174·56
1904 . .	91·73	60,16,204	1,61,427	—1,97,565	...	34	222·38
1905 . .	91·73	61,63,394	1,89,445	—1,25,715	...	38	166·36
1906 . .	91·73	61,72,723	2,39,257	—1,04,516	...	50	143·68
1907 . .	91·73	61,72,701	2,28,189	—1,69,934	...	48	174·49
1908 . .	61·75	42,64,510	1,06,963	—3,50,398	...	33	427·59
1909 . .	61·75	42,68,969	1,04,952	—2,94,978	...	33	323·89
1910 . .	61·75	42,77,931	1,03,605	—1,86,316	...	32	231·57
1911 . .	61·75	43,16,826	1,14,485	—1,67,880	...	36	246·64
1912 . .	61·75	43,99,955	1,22,442	—1,61,586	...	38	231·97

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*concld.***

8 (*m*) Nowshera-Durgai railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Nowshera to Durgai	1-1-01	40·25	40·25

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 250 feet.

Gradients.—The ruling gradient is 1 in 100.

Contract—

As noted under 8 (*a*), North Western railway (5′ 6″ gauge).

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901 . .	40·25	17,97,886	95,037	—60,702	...	45	163·87
1902 . .	40·25	24,92,716	1,06,949	—55,905	...	51	152·27
1903 . .	40·25	24,19,651	1,10,782	—1,848	...	53	101·67
1904 . .	40·25	25,08,059	1,45,118	3,963	0·16	69	97·29
1905 . .	40·25	25,53,071	1,41,656	—11,574	...	68	108·17
1906 . .	40·25	25,70,096	1,50,872	11,371	0·44	72	92·46
1907 . .	40·25	25,76,543	1,73,232	9,924	0·39	83	94·27
1908 . .	40·25	25,99,122	1,98,567	28,729	1·10	95	85·53
1909 . .	40·25	25,92,909	2,04,475	5,747	0·23	98	97·19
1910 . .	40·25	25,93,397	2,25,044	29,291	1·12	107	86·98
1911 . .	40·25	26,01,859	2,29,148	37,536	1·44	109	83·62
1912 . .	40·25	26,16,081	2,33,404	34,514	1·34	116	85·82

8(*n*) Trans-Indus-(Kalabagh-Bannu) railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kalabagh to Bannu (sanctioned on 30th December 1909)	...	88·88	88·88

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads } (a) \text{ to } (d)}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—**

Lines comprised in the system.—The Oudh and Rohilkhand railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Oudh and Rohilkhand railway { (5′ 6″ gauge) 1,522·36 / (3′ 3⅜″ gauge) 2·18 }	1,524·54	...	1,524·54
(*b*) Hardwar-Dehra railway (5′ 6″ gauge)	32·04	...	32·04
(*c*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)	79·60	...	79·60
(*d*) Cawnpore-Banda railway (5′ 6″ gauge)	...	140·92	140·92
Total	1,636·18	140·92	1,777·10

Running powers—

Home line over Foreign lines :—

Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only.	13·00
Meerut City to Meerut Cantonment, North Western railway, for passenger trains only	2·75
Total	15·75

Foreign lines over Home line :—

Great Indian Peninsula railway at Cawnpore, for passenger and goods trains	0·86
" " " " Cawnpore to Lucknow, for passenger trains only	44·63
East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only	10·00
	55·49
Bengal and North-Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal, 34·57 miles (Cawnpore-Burhwal link, 3′ 3⅜″ gauge)	79·60
" " " " Benares Cantonment to Benares City (for passenger and goods trains)	2·18
Rohilkund and Kumaon railway, over Ramganga bridge between Bareilly and Basharatganj. (for passenger and goods trains)	0·52
" " " " " " Dalpatpur and Moradabad (for passenger and goods trains)	0·40
	82·70

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand railway. This tramway is 3·25 miles long and is worked by cattle power. It is used for goods traffic only.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Moghal Sarai to mile 3·55	22-12-62	3·55			
Mile 3·55, south of the Dufferin bridge, to Kashi (Benares Ganges) station.	1-10-87	4·25			
Kashi (Benares Ganges) station to Benares Cantonment.	18-6-88	1·50			
Benares Cantonment to Rae Bareli	4-4-98	138·36			
Rae Bareli to Lucknow	18-10-93	48·56			
Lucknow to Sandila	1-2-72	30·00			
Sandila to Hardoi	15-7-72	33·00			
Hardoi to Shahjahanpur	1-3-73	39·00			
Shahjahanpur to Pitambarpur	8-9-73	32·00			
Pitambarpur to Bareilly	1-11-73	13·00			
Bareilly to Moradabad (chord line *vid* Rampur).	8-6-94	*56·07			* Of this, 0·49 mile, *i.e.*, over the Ramganga bridge (Moradabad) is of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Moradabad to Nagina	8-10-84	47·25			
Nagina to Najibabad	1-4-85	13·70			
Najibabad to Saharanpur	1-1-86	58·25			
			518·49		
Benares-Lucknow loop—					
Benares Cantonment to Shahganj	5-1-74	56·03			
Shahganj to Bilwai	1-5-74	7·00			
Bilwai to Malipur	17-4-74	9·00			
Malipur to Akbarpur	2-3-74	12·00			
Akbarpur to Fyzabad	10-6-73	37·85			
Fyzabad to Bara Banki	25-11-72	62·00			
Bara Banki to Lucknow Block hut	1-1-72	14·39			
			198·27		
Bareilly-Moradabad loop—					
Bareilly to mile 5	22-12-73	†5·00			†Of this, 1·17 miles, *i.e.*, over Ramganga bridge (Bareilly) are of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Mile 5 to Aonla	1-11-73	11·00			
Aonla to Chandausi	10-6-73	27·00			
Chandausi to Moradabad	28-10-72	27·50			
			70·50		
CARRIED OVER	...	...	...	787·26	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 9 / Sub-heads (*a*) to (*d*) **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*contd.*

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	787·26	
Branches on the main line—					
Cawnpore branch—					
Lucknow to Cawnpore	23-4-67	42·00			
Left bank of the Ganges to junction with the East Indian railway at Cawnpore	15-7-75	3·22			
Passenger approach to the East Indian railway at Cawnpore	21-2-88	0·23			
Balamau-Madhoganj branch—			45·45		
Balamau to Madhoganj	20-12-03	14·20			
Madhoganj-Sandi extension—			14·20		
Madhoganj to Bilgram	15-11-09	7·62			
Bilgram to Sandi	9-3-10	9·43			
Balamau-Sitapur branch—			17·05		
Balamau to Misrikh	9-3-10	22·44			
Misrikh to Sitapur	5-4-10	14·32			
Rosa-Sitapur branch—			36·76		
Rosa to Sitapur City	18-6-10	49·22			
Sitapur City to Sitapur Cantonment	2-2-11	2·66			
Moradabad-Ghaziabad branch—			51·88		
Moradabad to Gajroula	1-4-00	33·40			
Gajroula to Ghaziabad	25-11-00	53·37			
Hapur-Meerut branch—			86·77		
Hapur to Meerut	7-11-04	18·09			
Kotdwara branch—			18·09		
Najibabad Junction to the right bank of the Koh river opposite Kotdwara	24-12-96	15·19			
Hardwar branch—			15·19		
Lhaksar Junction to the left bank of the Ganges Canal near Jawalapur	1-1-86	13·53			
Left bank of the Ganges Canal near Jawalapur to Hardwar	20-8-86	3·53			
Branches on Benares-Lucknow loop—			17·06		
Allahabad-Fyzabad branch—					
Fyzabad to Sultanpur	1-2-04	35·50			
Sultanpur to Siwait*	1-7-03	*47·05			* Excluding 2·45 miles, between Partabgarh and Chilbila, which is a part of the main line.
Siwait to Phaphamau	20-1-04	3·27			
Phaphamau to Allahabad	1-1-05	7·00			
Allahabad-Jaunpur branch—			92·82		
Phaphamau to Marishu	18-6-06	47·51			
Marishu to Zafarabad	1-1-07	10·67			
Bahramghat branch—			58·18		
Bara Banki to Bahramghat	20-11-72	†21·52			† Of this the length from Burhwal to Bara Banki, 16·79 miles, is mixed (5′ 6″ and 3′ 3⅜″) gauge.
Branches on the Bareilly-Moradabad loop—			21·52		
Aligarh branch—					
Chandausi to Rajghat Narora	26-10-72	30·48			
Rajghat Narora to Aligarh	1-2-72	30·12			
Allahabad-Rae Bareli-Cawnpore branch—			60·60		
Phaphamau to Rae Bareli	2-11-11	68·00			
Darvapur to Dalmau	2-11-11	15·33			
Unchahar to Unao	1-2-12	69·02			
Gajroula-Chandpur branch—			152·35		
Gajroula to Chandpur	7-6-11	21·88			
Dhakia-Sambhal Branch—			21·88		
Raja-ka-Sahaspur to Sambhal Hatim Sarai	25-6-12	14·58			
Akbarpur-Tanda Branch—			14·58		
Akbarpur to Tanda	28-10-12	10·72			
			10·72		
3′ 3⅜″ *gauge—Benares City branch—*				735·10	
Benares Cantonment (Oudh and Rohilkhand) to Benares City (Bengal and North-Western)	1-4-99	2·18	2·18		
				2·18	
Total length open	...	...	...	1,524·54	
DOUBLE LINE—					
Lucknow Blockhut to Kakori	11-10-09	11·38			
Bechupur to right bank of Dufferin Bridge	21-12-12	4·19			
			15·57		

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$. OUDH AND ROHILKHAND RAILWAY SYSTEM—*contd.*

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The main line, which was laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, is being relaid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers and about 237 miles are practically complete. The pot sleepers in the main line have all been replaced by wooden sleepers. The Benares-Lucknow loop is laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, of which 35 miles have been replaced by wooden sleepers and 6 miles with 90-lb. flat-footed steel rails. On most of the branches the rails are 75-lb. flat-footed steel. The Bahramghat branch is laid with 60-lb. steel rails, and Madhoganj-Sandi extension partly with 60-lb. flat-footed iron and partly with 60-lb. steel rails.

The Allahabad-Rae Bareli-Cawnpore branch is laid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers.

The sleepers are of the following types :—Stamped steel bowls, cast-iron pots (Fowler's patent box, Walton's, Hederstedts and M.C.), steel trough and wood (sál, deodar and Australian hard wood). There are a few wrought-iron saddle back sleepers still in the Kotdwara branch.

Ballast.—The main line and branches are ballasted with sand, kunkur, stone, shingle and broken brick.

Fencing.—The line is fenced throughout with the exception of the Balamau-Sandi, Rosa-Sitapur, Gajroula-Chandpur, Hapur-Meerut, Dhakia-Sambhal and Kotdwara branches and a portion of the Allahabad-Jaunpur branch.

Curves.—The sharpest curve on the line is of 1,000 feet radius.

Gradients.—The ruling gradient of the railway is 1 in 400, except for the Kotdwara branch where it is 1 in 100, for the Dhakia-Sambhal branch where it is 1 in 333, and for the Lhaksar-Saharanpur section of the main line where it is 1 in 150.

Contracts—

Nil. The railway is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1882 will be found in Appendix 38 to the Report for 1907).—

TABLE I. | TABLE II.

Includes the Cawnpore-Burhwal (3′ 3½″ gauge) Link, 9 (*c*).

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1889	692·55	9,22,32,226	75,39,693	42,04,076	4·56	49,71,898	−7,67,822	209	44·24
1890	692·55	9,27,89,280	78,81,396	37,54,478	4·05	44,23,109	−6,68,631	205	49·14
1891	692·55	9,28,38,358	85,64,209	49,42,458	5·32	47,25,666	+ 2,16,792	238	42·29
1892	692·55	9,51,44,770	85,42,836	50,16,329	5·27	52,79,411	−2,63,082	237	41·28
1893	741·11	10,09,17,292	87,15,926	46,97,053	4·97	55,01,053	−4,84,005	239	42·44
1894	796·64	10,28,87,184	1,05,18,836	57,36,138	5·58	63,11,201	−5,75,063	262	45·47
1895	797·18	10,65,05,148	1,02,94,380	52,55,948	4·93	64,26,370	−11,70,422	248	48·95
1896	830·15	10,92,69,435	86,97,076	43,50,907	3·98	61,30,729	−17,79,822	209	49·97
1897	891·97	11,44,19,239	85,15,856	36,96,778	3·23	59,77,486	−22,80,708	186	56·39
1898	1,030·36	11,66,56,609	98,51,599	53,07,727	4·55	58,76,247	−5,68,520	190	46·12
1899	1,030·36	12,23,50,210	1,11,38,990	60,76,595	4·97	59,75,292	+1,01,393	208	45·45
1900	1,101·56	12,57,60,656	1,15,15,132	55,91,727	4·45	62,23,185	−6,36,458	209	51·44
1901	1,118·94	12,89,35,151	1,32,54,991	72,20,007	5·60	63,12,044	+9,07,963	231	45·53
1902	1,119·24	13,66,82,842	1,31,65,792	64,11,836	4·69	64,79,103	−67,767	230	51·30
1903	1,180·79	14,54,28,164	1,39,49,922	72,31,362	4·97	68,40,953	+3,90,909	232	48·16
1904	1,237·65	14,96,63,929	1,52,96,208	71,33,117	4·76	70,54,120	+78,997	241	53·37
1905	1,244·65	15,37,92,910	1,53,85,915	68,45,667	4·12	71,68,431	−8,24,764	238	58·77
1906	1,292·16	15,71,99,781	1,64,67,329	78,15,731	4·97	75,66,010	+2,49,721	249	52·54
1907	1,302·83	16,40,20,116	1,81,93,059	65,62,413	4·00	70,99,564	−5,37,151	269	63·93
1908	1,302·83	17,17,49,978	1,61,61,543	50,29,153	2·93	74,73,210	−24,44,057	239	68·88
1909	1,310·52	17,78,51,571	1,61,86,594	45,98,282	2·58	76,42,849	−30,49,567	238	72·76
1910	1,406·75	18,58,11,981	1,83,08,844	68,80,832	4·78	78,34,486	+10,46,346	253	51·48
1911	1,513·77	19,51,23,398	2,03,88,454	1,04,88,468	5·38	80,09,802	+24,78,666	256	48·56
1912	1,604·14	20,17,91,276	2,45,19,400	1,39,76,826	6·92	80,51,621	+42,55,205	294	43·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—*contd.***

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Hardwar to Dehra	1-3-00	32·04	32·04

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar, hard wood and Australian sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 75.

Agreement and contract—

Agreement, dated the 6th January 1897, *between the Secretary of State and Messrs. Gillanders, Arbuthnot and Company of Calcutta* (called "the Promoters"), as to the grant of a provisional concession for the construction of the Hardwar-Dehra Branch railway.

Contract, dated the 26th March 1897 (called the scheduled contract), *between the Secretary of State and the Hardwar-Dehra Railway Company*, as to the construction, maintenance and working of the Hardwar-Dehra Branch railway.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—The line is the property of the Hardwar-Dehra Branch Railway Company, and was constructed, from funds supplied by the Company, by the Government, who maintain, stock and work it through the agency of the Oudh and Rohilkhand railway.

The Government guarantees interest at 3 per cent per annum on the capital expenditure, and also undertakes to allow the Company, in any year in which it does not receive the minimum dividend of 3 per cent from the earnings of the line, the sum of Rs. 3,600 for such year for or towards management and office expenses.

(iii) *Terms of working.*—For maintenance, provision of rolling-stock and working the Oudh and Rohilkhand Railway Administration retains 50 per cent of the gross earnings of the Branch line.

(iv) *Distribution of profits.*—The surplus profits in each calendar year remaining after repayment to the Government of the amount of the guaranteed interest for the year are to be divided equally between the Government and the Company.

(v) *Rates and fares.*—Certain maxima and minima have been fixed by the Government, between the limits of which the working agency (*viz.*, the Oudh and Rohilkhand railway) can vary the rates and fares quoted for goods and coaching traffic.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vii) *Power of the Government to determine contract.*—The Government may determine the contract, on twelve months' notice, either on the 31st December 1919 or on the 31st December in the last year of any subsequent period of ten years, by paying to the Company a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent, nor is less than, the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*contd.*

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Table I.										Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1900.	32·04	25,67,093	1,60,485	80,243	3·13	...	...	...	Interest up to 1900 was charged to capital and net earnings of 1900 were credited to capital in reduction of interest charges.	115	50·00
1901.	32·04	28,12,301	2,13,456	1,06,728	3·80	84,220	11,254	+11,254		128	50·00
1902.	32·04	28,36,486	2,52,485	1,26,242	4·45	85,048	20,597	+20,597		152	50·00
1903.	32·04	28,44,541	2,62,719	1,31,360	4·62	85,260	23,050	+23,050		158	50·00
1904.	32·04	29,12,992	2,63,612	1,31,806	4·52	86,777	22,515	+22,514		158	50·00
1905.	32·04	29,20,650	3,13,476	1,56,738	5·37	87,590	34,574	+34,574		188	50·00
1906.	32·04	29,24,284	3,34,110	1,67,055	5·71	87,688	39,683	+39,684		201	50·00
1907.	32·04	29,27,942	3,86,565	1,93,283	6·60	87,822	52,730	+52,731		232	50·00
1908.	32·04	29,44,092	3,76,334	1,88,167	6·39	88,185	49,201	+49,201		226	50·00
1909.	32·04	29,45,357	3,68,624	1,84,312	6·21	88,734	47,789	+47,789		221	50·00
1910.	32·04	29,25,633	4,04,443	2,02,221	6·77	89,548	56,337	+56,336		243	50·00
1911.	32·04	30,10,716	4,31,161	2,15,581	7·16	90,017	62,782	+62,782		259	50·00
1912.	32·04	30,18,164	4,40,299	2,20,149	7·29	90,541	64,804	+64,804		264	50·00

9 (*c*) Cawnpore-Burhwal (3′ 3⅜″ gauge) link—

The construction of the Cawnpore-Burhwal (3′ 3⅜″ gauge) link was sanctioned as a part of the project for linking up the 3′ 3⅜″ gauge systems of Northern India.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Burhwal to Daliganj	24-11-96	*34·57	79·60	*Including the length Burhwal to Bara Banki, 16·79 miles, laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.
Aishbagh to Cawnpore	25-4-97	45·03		

Details of construction—

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on sâl and deodar sleepers.

Ballast.—The line is ballasted throughout with kunkur, stone or shingle.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand railway 80 per cent, which has, with effect from the 1st July 1905, in pursuance of Railway Board's letter No. R. T. 178, dated the 30th June 1905, been reduced to 75 per cent of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand railway [9 (*a*)].

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads } (a) \text{ to } (d)}$ · **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*concld.*

9 (*d*) Cawnpore-Banda railway (5′ 6″ gauge)—

This line is being constructed by State agency. When completed, it will be made over to the Great Indian Peninsula Railway Company for working.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Main Line— Khirauda to Juhi (sanctioned on 8th February 1911)	...	76·37	
Branch— Sumerpore to Belatal (sanctioned on 8th February 1911)	...	64·55	140·92

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Henry Kimber, Bart., M.P.

Managing Director.—N. G. Priestley, Esq.

Offices.—91, York Street, Westminster, S.W.

With effect from the 1st January 1908 the Jalarpet-Mangalore section of the former Madras railway including the Tirupattur-Krishnagiri, Morappur-Dharmapuri and the Nilgiri railways was incorporated in the undertaking of the South Indian Railway Company, who, from the same date, relinquished and made over to the amalgamated Madras and Southern Mahratta Railway Company the 3′ 3⅜″ gauge lines from Katpadi to Dharmawaram and from Pakala to Gudur, and obtained running powers over the Madras-Bangalore section of the Madras and Southern Mahratta railway. The Shoranur-Cochin Native State line was, on the same date, also transferred from the former Madras Railway Company to the South Indian Railway Company for working.

Lines comprised in the system.—The South Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) South Indian railway (5′ 6″ gauge)	445·94	...	445·94
(*b*) South Indian railway (3′ 3⅜″ gauge)	876·80	4·69	881·49
(*c*) Nilgiri railway (3′ 3⅜″ gauge)	28·96	...	28·96
(*d*) Peralam-Karaikkal railway (3′ 3⅜″ gauge)	14·65	...	14·65
(*e*) Pondicherry railway (3′ 3⅜″ gauge)	7·85	...	7·85
(*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)	64·75	...	64·75
(*g*) Tanjore District Board railway (3′ 3⅜″ gauge)	103·36	...	103·36
(*h*) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)	50·41	...	50·41
(*i*) Tinnevelly-Quilon (Travancore) railway (Native State section) (3′ 3⅜″ gauge)	58·05	...	58·05
(*j*) Morappur-Dharmapuri railway (2′ 6″ gauge)	18·53	54·87	73·40
(*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)	25·38	...	25·38
Total	1,694·68	59·56	1,754·24

Running powers—

Home line over foreign line.—

Madras to Bangalore, Madras and Southern Mahratta railway, for passenger and goods trains . . 219·00

10 (*a*) South Indian railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
West outer signal at Jalarpet to Tirupattur	23-5-60	4·65		
Tirupattur to Salem	1-2-61	69·98		
Salem to Sankaridrug	1-12-61	23·68		
Sankaridrug to Podanur	12-5-62	71·18		
Podanur to Pattambi	14-4-62	64·96		
Pattambi to Kuttippuram	23-9-61	11·50		
Kuttippuram to Tirur	1-5-61	9·39		
Tirur to Kadalundi	12-3-61	16·31		
Kadalundi to Calicut	2-1-88	9·25		
Calicut to Badagara	1-10-01	28·95		
Badagara to Tellicherry	1-5-02	18·50		
Tellicherry to Cannanore	20-5-03	18·00		
Cannanore to Azhikal	15-3-04	4·10		
Azhikal to Hosdrug	21-8-06	34·52		
Hosdrug to Kasaragod	1-10-06	14·22		
Kasaragod to Kumbla	17-11-06	7·62		
Kumbla to Mangalore	3-7-07	20·91	417·72	
Nilgiri branch—				
Podanur to Coimbatore	1-2-73	3·78		
Coimbatore to Mettupalaiyam	31-8-73	21·97	25·75	
Palghat branch—				
Olavakkot to Palghat	2-1-88	2·47	2·47	445·94

Details of construction—

Permanent-way.—The rails are 75-lb. and 80-lb. bull-headed, 75-lb. double-headed and 75-lb. and 60-lb. flat-footed steel and 75-lb. double-headed iron. The sleepers are cast iron pots, pynkado, sál and jarrah wood.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*a*) South Indian railway (5′ 6″ gauge)—*concld.*

Details of construction—*contd.*

Gradients.—The ruling gradient of the greater part of the line is about 1 in 100, except on Mallapuram Ghat where it is 1 in 74 with a 1 in 70 banking; on the Walayar Ghat where it is 1 in 66 with a 1 in 62 banking; on the Azhikal-Mangalore section where it is 1 in 90; and on the Podanur-Mettupalaiyam section where it is 1 in 80.

Contract—

Up to and including the 31st December 1907 the line formed an integral part of the former Madras railway. With effect from the 1st January 1908 it was, in terms of the contract of the 2nd March 1909, between the Secretary of State and the South Indian Railway Company, made over to the Company to be worked and maintained as an integral part of the undertaking referred to in the principal contract of the 24th November 1890, the main provisions of which are noted under 10 (*b*), South Indian railway, 3′ 3⅜″ gauge.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	445·94	6,42,27,971	57,25,148	25,25,084	3·93	247	55·90
1909	445·94	6,43,58,255	62,30,385	28,18,753	4·38	269	54·76
1910	445·94	6,61,74,084	63,39,154	24,95,532	3·77	273	60·63
1911	445·94	6,57,73,175	69,66,156	38,13,140	5·80	300	45·26
1912	445·94	6,68,13,600	74,16,071	35,22,022	5·27	320	52·51

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
MADRAS-TUTICORIN SECTION—				
Main line—				
Madras Beach Junction to Madras Beach	15-1-00	0·11		
Madras Beach old to Park	1-1-79	1·82		
Madras (Park) to Tindivanam	1-9-76	76·05		
Tindivanam to Cuddalore (Old town)	1-1-77	52·01		
Cuddalore (Old town) to Porto Novo	1-7-77	17·15		
Porto Novo to Chidambaram	1-10-78	6·73		
Chidambaram to Colercon.	1-7-79	4·57		
Colercon to Shiyali	1-1-78	6·06		
Shiyali to Mayavaram	1-7-77	12·24		
Mayavaram to Tanjore	15-2-77	43·76		
Tanjore to Trichinopoly Junction	11-3-62	31·14		
Trichinopoly Junction to Madura	1-9-75	96·04		
Madura to Tuticorin	1-1-76	98·71		
Tuticorin to Foreshore	7-8-99	0·41		
			446·80	
Branches—				
Arkonam branch—				
Chingleput to Walajabad	1-8-80	13·66		
Walajabad to Conjeeveram	1-1-81	7·94		
Conjeeveram to Arkonam	8-5-65	17·65		
			39·25	
Pondicherry branch—				
Villupuram to the Ginges river, inclusive of the bridge over the river	15-12-79	16·47		
			16·47	
Nagore branch—				
Tanjore to Tiruvallur	2-12-61	33·33		
Tiruvallur to Negapatam	15-7-61	14·33		
Negapatam to Nagore	1-12-99	4·67		
			52·33	
Pulliarpati Quarry branch—				
Tanjore to Pulliarpati quarry buffer-end	1-7-98	4·57		
			4·57	
Erode branch—				
Trichinopoly Junction to Fort	11-3-62	2·52		
Trichinopoly Fort to Karur	3-12-66	44·65		
Karur to Kodumudi	1-7-67	16·71		
Kodumudi to Erode	1-1-68	23·53		
			87·41	
Pamban branch—				
Madura to Mandapam	1-8-02	89·50		
Pamban to Rameswaram	1-9-06	6·95		
Rameswaram to Dhanushkodi	10-12-08	11·30		
			107·75	
Carried over	...	...	755·08	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 10}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*l*) South Indian railway (3' 3⅜" gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...	755·08	
Tinnevelly branch—				
Maniyachi to Tinnevelly	1-1-76	18·00	18·00	
Wharf branch—				
Cuddalore (Old town) to Wharf	7-8-99	1·54	1·54	
Capper Quarry branch—				
Junction with main line to Capper Quarry	15-4-00	0·86	0·86	
Salt branch—				
Tuticorin to buffer end of Livingepuram	12-11-99	2·39	2·39	
VILLUPURAM-KATPADI SECTION—				
Main line—				
Villupuram to Tiruvannamalai	17-11-90	41·80		
Tiruvannamalai to Katpadi	18-3-91	57·13	98·93	
TOTAL LENGTH OPEN	...	...		876·80
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Mandapam to Pamban (sanctioned on 16th September 1904)	...	3·12		
Dhanushkodi jetty to Dhanushkodi point (sanctioned on 14th December 1910).	...	1·57	4·69	4·69
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED	...	...	...	881·49

Details of construction—

Permanent-way.—The rails in use are 50-lb. and 52-lb. bull-headed steel, 56-lb. and 41¼-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, and sâl, pynkado, west coast teak, jarrah and irul wood.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—The line is fenced, with the exception of the Villupuram-Katpadi, Madura-Mandapam and Pamban-Dhanushkodi sections which are fenced only at stations.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Katpadi, Trichinopoly-Madura and Karur-Erode sections where it is 1 in 100.

Contracts—

Dated the 24th November 1890 (called the principal contract), *between the Secretary of State and the South Indian Railway Company*, for maintaining and working from the 1st January 1891, the railways which on the 31st December 1890 formed the undertaking of the former Company and completing and working the Villupuram-Guntakal railway.

Dated the 27th June 1901 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, relating to the construction and working of Pamban and Travancore branches.

Dated the 8th April 1903 (supplemental to the contract of 1890), *between the Secretary of State and the South Indian Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 2nd March 1909 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

(ii) *Government aid.*—Guarantee of 3½ per cent in sterling on the Company's share capital of £1,000,000, and on any paid up stock or share (other than preference) capital thereafter issued by the Company with the sanction of the Government (not including premia paid thereon).

(iii) *Distribution of profits.*—Under section 60 of the principal contract of the 24th November 1890 as amended by section 25 of the supplemental contract of the 21st December 1910, the net revenue receipts of each half-year are applied, in the following manner and order:—

In payment to Government—

(*a*) of interest at the rate of 3½ per cent per annum for such half-year, paid by Government under section 41 of the principal contract, *i.e.*, under (ii) above;

(*b*) of the amount paid by Government in respect of interest for such half-year, upon the sum of £425,000 irredeemable debenture stock of the former Company; upon the debentures for £375,000 and £73,000 respectively issued for the purposes of the Pamban Branch; and upon any debenture stock or debentures or preference stock or shares issued by the Company after the 31st December 1910;

(*c*) of interest for such half-year at the rate of 3½ per cent per annum on the amount of the Government capital as shown in the Government capital account for the division of such receipts;

and

(*d*) the residue, if any, is divisible between Government and the Company in the ratio of the average amounts, calculated as prescribed, of the capital contributed by the Government and the Company, the Government capital being the amount shown in the Government Capital Account for division of net revenue receipts and the Company's capital the amounts of its stock and share capital (other than preference capital) paid up or credited as paid up, excluding any premia received, subject to the proviso that if the amount of the Company's share so arrived at should in the combined halves of any of the years 1911, 1912 and 1913 be less than interest for such year at the rate of 10 shillings per cent on its capital, the Government shall make up the deficiency.

(iv) *Rates and fares.*—The Government will from time to time authorise maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorised maxima and minima, the Company may vary the said rates.

The Company have power to quote through rates and fares for both goods and passengers from the Jalarpet-Mangalore section to the Madras-Bangalore section of the Madras and Southern Mahratta railway system (but not in the reverse direction), divisible between the two companies in mileage proportion without deduction of terminals or other special charges, except for traffic to and from the Nilgiri line the mileage over which is reckoned at twice its actual mileage in the division of such rates. No rate or fare to Madras so quoted should, without the prior sanction of the Government, be higher than that which, for the same class or description of traffic, was in force on the 1st January 1910.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by Government.

(vi) *Services for any Department of the Travancore Durbar.*—On such portion of the Travancore Branch as runs through the Native State of Travancore, to be performed on the same general conditions as on other 3′3⅜″ gauge State railways and at rates approved by the Government.

(vii) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of Government, who may terminate the contract on the 31st December 1945, or at the end of any succeeding fifth year, by giving to the Company in England not less than 12 calendar months' previous notice; also at any time on 6 months' notice should the Company fail to observe its obligations or the undertaking be worked at a loss for not less than three half-years continuously.

On the expiration or determination of the contract the Government is to take possession of the railway and all its appliances, etc., repaying the Company at par its capital of £1,000,000 and any further capital raised by it and paid to Government but excluding any premia paid thereon, and receiving from the Company any unexpended balance of the capital advanced by Government for the purposes of the undertaking as well as for the Travancore Branch.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—55 years, *i.e.*, from 1st January 1891 to 31st December 1945, subject to **(vii)**.

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)—

TABLE I. | TABLE II.

Includes the South Indian (5′ 6″ gauge), Nilgiri, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways, 10 (*a*), (*c*), (*f*) and (*k*), from 1908.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	960·76	7,72,11,806	70,36,756	24,29,625	3·15	25,89,736	70,901	−12,31,012	154	65·47
1892	1,105·19	7,82,83,761	77,14,996	28,54,591	3 65	39,51,093	76,586	−11,74,088	137	63·01
1893	1,041·51	7,63,31,013	80,92,415	31,15,918	4·08	38,57,152	1,41,676	−8,83,910	149	61·50
1894	1,041·51	7,64,13,362	80,46,559	32,33,355	4·30	42,51,812	1,55,059	−11,53,006	148	59·19
1895	1,041·59	7,68,38,604	89,14,947	38,96,987	5·07	42,77,573	2,60,599	−6,41,190	165	56·29
1896	1,041·59	7,67,63,325	89,45,581	40,37,489	5·25	40,60,677	2,86,156	−3,19,344	165	54·98
1897	1,041·59	7,66,46,858	91,81,409	42,96,757	5·61	38,76,112	3,87,792	+ 82,823	170	53·20
1898	1,017·88	7,45,21,873	84,67,581	38,85,527	5·15	37,49,521	2,66,184	−1,80,178	157	54·70
1899	1,033·63	7,53,12,929	84,74,461	39,83,540	5·29	36,38,396	3,01,776	+ 43,371	159	52·99
1900	1,033·63	7,62,95,528	89,04,825	43,97,916	5·76	36,02,904	3,68,699	+3,66,223	166	50·61
1901	1,033·63	8,04,49,712	1,01,44,657	54,15,176	6·73	37,23,736	5,43,890	+11,47,550	188	46·62
1902	1,123·13	8,18,32,571	1,05,51,072	56,87,510	6·95	38,18,209	5,32,246	+13,36,055	189	46·19
1903	1,123·13	8,31,40,603	1,22,14,138	72,76,216	8·75	39,06,079	7,89,547	+25,80,590	209	40·43
1904	1,123·13	8,45,16,652	1,25,12,321	69,62,730	8·24	40,55,602	7,16,725	+21,90,463	214	44·25
1905	1,123·05	8,62,95,191	1,20,34,476	65,77,350	7·62	40,05,713	6,30,603	+19,41,014	221	49·15
1906	1,130·09	8,91,97,605	1,32,75,295	58,92,976	6·61	40,92,723	4,94,281	+13,05,973	227	55·61
1907	1,129·85	9,06,35,408	1,41,19,421	71,69,813	7·91	38,76,608	6,71,818	+26,21,387	249	49·22
1908	1,295·61	15,07,19,882	2,04,41,326	94,40,016	6·25	46 89,556	6,98,260	+40,31,600	282	53·96
1909	1,395·61	15,57,78,715	2,17,41,617	1,01,90,046	6·54	49,52,436	7,44,562	+44,93,048	300	53·13
1910	1,395·61	16,08,95,627	2,24,59,591	1,02,34,257	6·36	51,05,988	7,13,317	+44,14,952	309	54·43
1911	1,395·61	16,28,91,154	2,49,91,786	1,24,16,673	7·62	53,77,315	3,20,622	+ 68,18,736	344	50·32
1912	1,395·61	17,03,55,986	2,70,84,141	1,31,03,987	7·73	54,89,120	3.58 165	+ 73,16,702	373	51·39

10 (*c*) Nilgiri railway (3′ 3⅜″ gauge)—

The original Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000, and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The original Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the former Company and supply the capital required to complete it and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by the Government for £235,000 on the 1st January 1903. The extension to Ootacamund was constructed by the Government.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mettupalaiyam to Coonoor	15-6-99	16·99	
Coonoor to Fernhill	15-9-08	10·86	
Fernhill to Ootacamund	15-10-08	1·11	
			28·96

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*c*) Nilgiri railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pynkado sleepers. Between Kallar and Coonoor (12 miles) there is also a central rack rail.

Ballast.—Rack section is ballasted with clean broken granite and the Adhesion section with hard gneiss.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12·5 on the Rack section and 1 in 25 on the Adhesion section.

Contract—

The railway was worked by the former Madras Railway Company up to the 31st December 1907 on behalf of the Government. With effect from 1st January 1908 it was made over to the South Indian Railway Company as a part of the Jalarpet-Mangalore section for working as an integral part of their undertaking in terms of the contract of 2nd March 1909 between the Secretary of State and the Company, with the condition that the South Indian Railway Company are not to pay interest on the capital cost of the Coonoor-Ootacamund railway incurred either before or after 1st January 1908.

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	28·96	67,82,028	3,96,030	43,991	0·65	293	87·21
1909	28·96	70,32,241	4,06,791	53,057	0·76	271	86·97
1910	28·96	75,94,023	4,57,097	72,441	0·95	304	84·15
1911	28·96	77,29,506	4,94,851	1,24,632	1·61	329	74·81
1912	28·96	78,32,496	5,21,687	1,16,443	1·49	346	77·68

10 (*d*) Peralam-Karaikkal railway (3′ 3⅜″ gauge)—

The line is partly in British and partly in French territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Peralam to Karaikkal	14-3-98	14·65	14·65

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on wooden and steel transverse sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 200.

Contract—

Dated the 27th March 1902, *between the Government of the French Settlements in India and the South Indian Railway Company*, for the working of the Peralam-Karaikkal railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*d*) Peralam-Karaikkal railway (3' 3⅜" gauge)—*concld.*

Main provisions of contract—

(i) *Land.*—In French territory provided by the Colonial (French) Government free of cost but subject to a land tax as private property : in British territory by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

(ii) *Government aid.*—The railway was constructed at cost price by the South Indian Railway Company at the request and on behalf of the Colonial (French) Government, and is worked and maintained by the Company who provide the rolling-stock required for the traffic of the Peralam-Karaikkal railway.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Direction, maintenance and working expenses, excluding the cost of repairing damages due to any extraordinary casualty and new minor works not costing more than Rs. 1,000 on the system, are calculated at the same proportion of the gross receipts of the Peralam-Karaikkal railway as obtains half-yearly on the Company's system, including worked lines, as a whole, *plus* the cost of repairing damages due to any extraordinary casualty and of New Minor Works on the branch, 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock and 5 per cent per annum for interest on Rs. 30,000 which is taken as representing the Branch line's share of the Company's outlay on revenue and other stores and workshop buildings and machinery.

From the " net earnings " so arrived at are deducted such sums as according to the rules of the Company's Provident Institution are payable thereto ; the balance, being the " net receipts ", are paid every half-year to the Colonial (French) Government :

Provided always that if, at any time, the working of the Peralam-Karaikkal railway involves an actual loss to the Company, the Colonial (French) Government shall make good such loss.

(v) *Rates and fares.*—To be agreed to between the Company and the Colonial (French) Government, but should not be less than the minima actually in force on the Company's undertaking.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.— } Not specified.
(*b*) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of Colonial (French) Government to determine contract.*— } Determinable by either party
(viii) *Power of the Company to determine contract.*— } on giving to the other 12 months' previous notice expiring on the 30th June or 31st December in any year.

(ix) *Term of contract, if not determined under* (vii) *or* (viii).—Not specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs	
1903	14·65	7,23,786	38,933	19,864	2·74	51	48·98
1904	14·65	7,23,786	36,945	—29,432	...	48	179·66
1905	14·65	7,23,786	36,922	4,406	0·61	48	88·07
1906	14·65	7,23,786	39,035	—4,420	...	51	111·32
1907	14·65	7,23,786	41,108	9,408	1·30	54	77·11
1908	14·65	7,23,786	43,948	14,361	1·98	58	67·32
1909	14·65	7,23,786	46,125	13,590	1·88	61	70·54
1910	14·65	7,23,786	44,070	—517	...	58	101·78
1911	14·65	7,23,786	51,162	17,519	2·42	67	65·76
1912	14·65	7,23,786	61,431	19,713	2·72	81	67·91

10 (*e*) Pondicherry railway (3' 3⅜" gauge)—

The line is in the French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian railway) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
East bank of the Gingee river to Pondicherry	15-12-79	7·85	7·85

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*e*) Pondicherry railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid principally with 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced.

Curves.—The sharpest curve is of 495 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

Agreement, dated the 30th December 1890, *between the South Indian Railway Company and the Pondicherry Railway Company*, for maintenance and working.

Despatch from the Secretary of State, No. 19 Ry., dated the 17th March 1895, intimating the renewal of the agreement by the parties thereto.

Main provisions of agreement—

(i) *Land.*—Not specified.

(ii) *Government aid.*—The railway (which was constructed by the Pondicherry Railway Company) is maintained, worked and provided with rolling-stock by the South Indian Railway Company as an integral part of their undertaking—except only as to such works required for the accommodation and extension of traffic on the Pondicherry line which the Pondicherry Railway Company would have had to construct had they been themselves working their own line, which the latter undertake to make at their own cost to the satisfaction of the South Indian Railway Company.

(iii) *Terms of working.*— } Maintenance and working expenses are charged for at the same percent-
(iv) *Distribution of profits.*— } age of the gross receipts of the Pondicherry railway as obtains on the South Indian Railway Company's undertaking including the Pondicherry line—duty, if any, payable to the Colonial (French) Government and direction and office expenses in England being excluded from the calculation. The balance is payable half-yearly to the Pondicherry Railway Company.

(v) *Rates and fares.*— ⎫
(vi) *Special obligations as to the conveyance of.*— ⎪
(*a*) Mails, troops, police, high Government officials, and Government stores.— } To correspond with those for the time being in force on the South Indian Railway Company's undertaking.
(*b*) Government bullion and coin, and the persons in charge thereof.— ⎭

(vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, *vide* (vii) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

(viii) *Power of the South Indian Railway Company to determine agreement.*— } The agreement is termin-
(ix) *Power of the Pondicherry Railway Company to determine agreement.*— } able by either party on 6 months' notice given expiring on the 31st December in any year, subject to (vii).

(x) *Term of agreement.*—The agreement was originally for a term of 3 years, but it has since been renewed subject only to (vii), (viii) and (ix).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	7·85	5,68,543	73,416	44,258	7·78	180	39·72
1904	7·85	5,68,543	60,119	33,662	5·92	147	44·01
1905	7·85	5,68,543	58,414	29,827	5·25	143	48·94
1906	7·85	5,68,543	55,026	24,536	4·32	135	55·41
1907	7·85	5,68,543	66,210	33,966	5·97	162	48·70
1908	7·85	5,68,543	77,018	35,880	6·31	189	53·41
1909	7·85	5,68,543	86,075	39,163	6·89	211	54·50
1910	7·85	5,68,543	97,447	43,611	7·67	239	55·25
1911	7·85	5,68,543	1,09,623	54,038	9·50	269	50·71
1912	7·85	5,68,543	1,46,367	70,932	10·03	359	57·54

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—

The Shoranur-Cochin railway is the property of the Cochin Durbar and was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908, it was made over to the South Indian Railway Company to be maintained and worked as part of its undertaking.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shoranur to Ernakulam	16-7-02	64·7	64·75

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.

Fencing.—The line is fenced in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 818·57 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Agreement—

Dated the 1st January 1908, *between His Highness the Raja of Cochin and the South Indian Railway Company*, for maintenance and working.

Main provisions of agreement—

(i) *Land.*—Provided by the Cochin Durbar free of cost.

(ii) *Government aid.*—The railway (which is the property of the Cochin Durbar) is maintained and worked by the South Indian Railway Company in all respects as part of their own undertaking except only as to the provision of funds for capital expenditure which are provided by the Durbar.

(iii) *Terms of working.*—For maintenance and working the Shoranur-Cochin railway the Durbar pays to the Company in each calendar half-year—

(*a*) All expenditure on renewals, as distinguished from maintenance expenses, incurred on the Durbar's line;

(*b*) the Durbar's railway share of working expenses arrived at by deducting from the total working expenses of the combined system the expenditure incurred on the combined system for renewals as distinguished from maintenance, and dividing the balance between the Company and the Durbar's railway in the proportion that the gross receipts of the latter bear to those of the combined system;

(*c*) One per cent of net earnings of the Durbar's line as a second contribution to the Company's Provident Institution; and

(*d*) the sum payable under the agreement as rent for the use of the Shoranur Junction station based on the total cost of the Junction station.

(iv) *Distribution of profits.*—Any difference between the gross receipts of the Shoranur-Cochin railway and the payment for working under (iii) which may exceed 2 per cent on the booked capital expenditure of the Durbar's line including land are deemed "surplus profits," divisible between the Durbar and the Company in the proportion of four-fifths to the former and one-fifth to the latter.

(v) *Rates and fares.*—Those generally applicable to the South Indian railway system; *vide* (iv) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As on Indian State railways.

(vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, *vide* (vii) under 10(*b*), South Indian railway (3′ 3⅜″ gauge).

(viii) *Power of the Cochin Durbar to determine agreement.*— } On giving 12 months' notice expiring on
(ix) *Power of the Company to determine agreement.*— } the 30th June or before the 31st December in any year.

(x) *Term of agreement.*—Subject to (vii), (viii) and (ix).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$ **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for 1902 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903 . . .	64·75	64,41,390	3,52,964	1,98,023	3·07	105	43·90
1904 . . .	64·75	67,38,610	3,92,782	1,94,244	2·86	117	50·55
1905 . . .	64·75	68,30,214	3,86,945	1,61,395	2·36	115	58·29
1906 . . .	64·75	68,59,349	3,91,378	1,55,689	2·27	116	60·22
1907 . . .	64·75	69,34,602	4,17,179	1,35,752	1·96	124	67·46
1908 . . .	64·75	69,44,148	4,44,076	2,00,952	2·89	132	54·88
1909 . . .	64·75	69,46,248	5,16,290	2,60,928	3·73	153	49·46
1910 . . .	64·75	69,48,970	5,62,461	2,56,954	3·69	167	54·32
1911 . . .	64·75	69,56,785	6,00,932	2,89,925	4·17	178	51·75
1912 . . .	64·75	69,64,901	6,30,410	3,00,036	4·31	187	52·41

10 (*g*) Tanjore District Board railway (3′ 3⅜″ gauge)—

This railway originally extended from Mayavaram to Mutupet and was constructed by the South Indian railway from funds of which half were provided by the Government of Madras from Provincial resources, and the other half by the Tanjore District Board from its Railway Guarantee Fund which was constituted by enhancing by 3 pies, *i.e.*, from 9 pies to the maximum rate of twelve pies per rupee, the Local Land Cess raised in the district. From the 1st January 1900 the property of the Government in the Mayavaram-Mutupet line was made over to the Tanjore District Board at the cost price of Rs. 12,34,720. The construction of the extension from Mutupet to Avadaiyarcoil was then undertaken by the South Indian Railway Company at the cost of the Tanjore District Board from the available balances at the disposal of the Board and further funds raised by debentures, bearing interest at 4 per cent per annum, running for a term of 20 years ending with the 31st December 1920, on the security of the Mayavaram-Mutupet railway and of the receipts from their Railway Guarantee Fund—the Government reserving the right to take over the extension at any time on twelve months' notice by assuming any liabilities undertaken by the Board in the form of debentures to raise the money and repaying any further amounts spent by the Board out of the balances at their disposal.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mayavaram to Tiruvallur Tiruvallur to Mutupet	2-4-94	54·08	
Mutupet to Pattukkottai	20-10-02	17·03	
Pattukkottai to Arantangi	31-12-03	28·35	
Arantangi to Quarry	23-8-06	3·90	
			103·36
Under Construction or sanctioned for Construction—			
Nidamangalam to Mannargudi (sanctioned on 15th October 1912)	...	8·58	
Tiruturaipundi to Vedaraniem (sanctioned on 15th October 1912)	...	20·00	
			28·58

Details of construction—

Permanent-way.—The line is laid with first-class 41½-lb. flat-footed steel and 40·8-lb. flat-footed second class iron rails on sál, pynkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi section is being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 160.

Contract—

Dated the 22nd July 1897, *between the Secretary of State and the South Indian Railway Company*, as to maintenance and working.

Main provisions of contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—The railway (which is the property of the Tanjore District Board) was constructed, and is maintained and worked by the South Indian Railway Company, who provide the rolling-stock required for the traffic of the Branch line.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*g*) Tanjore District Board (3′ 3⅜″ gauge)—*concld.*

Main provisions of contract—*concld.*

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is maintained and worked at the same percentage of its gross receipts as obtains half-yearly on the South Indian Railway Company's undertaking as a whole, including the Tanjore District Board's line, *plus* the cost of making good any damage affecting the Branch, *plus* 5 per cent of gross receipts for the use of the Company's rolling-stock, *plus* interest on the Company's capital outlay at joint stations provided for in clause 12 of the agreement.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As noted under 10(*b*), South Indian railway (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*— } On 12 months' notice expiring on the 31st December in any year.
(ix) *Term of contract.*—As in (vii) and (viii) above.

Statistics of working (Those for the periods prior to 1900 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	54·08	26,50,776	2,32,280	97,782	3·69	83	57·90
1901	54·08	32,17,511	2,90,637	1,35,765	4·22	103	53·29
1902	71·11	38,18,302	3,08,879	1,46,764	3·84	103	52·48
1903	99·46	45,70,190	3,90,747	2,09,167	4·58	106	46·47
1904	99·46	46,32,763	5,24,490	2,61,864	5·64	101	50·17
1905	99·46	47,33,090	5,86,680	2,65,302	5·61	113	54·78
1906	103·36	47,98,375	6,01,066	2,32,233	4·85	116	61·26
1907	103·36	47,86,554	6,33,181	2,86,169	5·98	118	54·80
1908	103·36	48,05,786	6,87,571	2,77,134	5·77	128	59·69
1909	103·36	48,08,937	6,84,734	2,70,086	5·62	127	60·56
1910	103·36	48,45,390	7,59,296	2,96,545	6·12	141	60·94
1911	103·36	48,56,852	8,36,516	3,63,851	7·49	156	56·50
1912	103·36	48,69,926	9,06,508	3,84,660	7·90	169	57·57

10 (*h*) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tinnevelly to Kallidaikurichi	1-6-02	19·13	
Kallidaikurichi to the British frontier near Shencottah	1-8-03	31·28	
			50·41

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers.
Ballast.—The line is ballasted throughout with broken stone.
Fencing.—The line is fenced at stations, and at a few places where it runs close to villages and public roads.
Curves.—The sharpest curve is of 1,432·5 feet radius.
Gradients.—The ruling gradient is 1 in 100.

Contract—

Dated the 27th June 1901, *between the Secretary of State and the South Indian Railway Company*, as to the construction, maintenance and working of the Travancore Branch.

Main provisions of contract—

(i) *Land.*—
(ii) *Government aid.*— } As under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (b) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)—*concld.*

Main provisions of contract—*concld.*

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is worked by the South Indian Railway Company at the same proportion of its gross earnings of each half-year as obtains on the whole of the Company's undertaking including the Travancore Branch, *plus* the usual contribution to the Provident Institution. The "net revenue receipts" of a half-year so arrived at of the Travancore Branch are then applied, in the following manner and order, in payment to the Government of interest—

(*a*) on debentures and debenture stock, and
(*b*) due on any capital advanced by the Government } for the purpose of the Branch;
(*c*) the surplus, if any, is divisible between the Government and the Company in the proportions in which the residue of net receipts of the undertaking is divisible as noted against (iii) (*d*) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

If the net receipts of the Branch fall short of the interest charges, the deficiency is first to be divided between the Native State and British sections of the line in proportion to the capital cost of the sections, and as between the Secretary of State and the Company so much of the deficiency as is attributable to the Native State section is to be borne by the Secretary of State, and so much as is attributable to the British section is to be borne by the Secretary of State and the Company in the proportions in which any surplus of net receipts over interest charges would have been divisible. The Company's share of any such deficiency may be deducted by the Secretary of State from its share of any surplus profits due under the principal contract for the same half-year or under this contract or the principal contract for the next succeeding half-year.

As between the Government and the Travancore Durbar, the latter has under-written the guarantee of interest to the extent of the capital cost of the portion of the line in its territory; and it has been agreed that any surplus retained by the Government in accordance with the foregoing shall be divided between them in proportion to the respective lengths of the British and Native State sections of the line, and that the share of any deficiency attributable to the latter shall be borne by the Travancore Durbar.

(v) *Rates and fares.*— . . . . .
(vi) *Special obligations as to the conveyance of.*— . . .
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Services for any Department of the Travancore Durbar.*— .
(viii) *Power of the Government to determine contract.*— . .
(ix) *Power of the Company to surrender contract.*— . .
(x) *Term of contract.*— . . . . .

} As under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

Statistics of working—

TABLE I.

Calendar year.	Mileage open at end of each year.		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.		Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay as noted in columns (5) and (6).	Interest charges.		Gain or loss *pertaining to each calendar year.*			Earnings per mile per week.	Proportion of expenses to earnings.
										British section.				
	British section.	Native State section.	British section.	Native State section.				British section.	Native State section.	South Indian Railway Company.	State.	Native State section.		
1	2	3	4	5	6	7	8	9	10	11	12	13	1	2
	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1902	19·05	...	31,64,655	75,81,838	47,210	26,099	0·24	1,15,396	3,20,014	...	—89,297	—2,30,014	81	44·24
1903	49·50	0·43	33,46,698	1,01,18,508	1,68,379	99,038	0·71	1,21,989	3,14,967	—15,596	—89,817	—2,41,505	101	41·19
1904	50·40	57·98	40,40,486	1,16,98,498	3,05,764	1,49,690	0·96	1,39,045	3,95,455	—16,145	—91,409	—2,78,157	85	51·04
1905	50·48	57·98	43,40,925	1,17,84,078	4,86,757	2,49,307	1·65	1,44,178	3,32,112	—13,234	*+5,093	—2,18,787	86	48·78
1906	50·48	57·98	43,62,235	1,18,26,747	4,97,643	2,22,479	1·37	1,45,163	3,80,240	—18,939	—56,715	—2,38,270	68	55·29
1907	50·48	57·98	43,86,635	1,18,07,091	5,07,998	3,04,860	1·89	1,50,213	3,97,953	—10,208	—54,916	—1,78,121	109	46·24
1908	50·48	57·98	43,80,079	1,17,94,653	6,42,077	2,93,380	1·81	1,51,598	3,99,756	—10,481	—59,438	—1,88,055	114	54·31
1909	50·41	58·05	43,93,309	1,17,97,245	6,60,948	2,95,529	1·83	1,44,333	3,85,590	—9,034	—54,609	—1,79,972	115	54·60
1910	50·41	58·05	44,32,418	1,18,26,000	6,80,080	3,04,658	1·88	1,45,069	3,86,342	—8,351	—53,459	—1,65,566	121	55·29
1911	50·41	58·05	44,40,594	1,18,24,590	7,08,515	3,47,453	2·14	1,43,895	3,99,862	—3,004	—50,915	—1,46,093	136	54·67
1912	50·41	58·05	44,20,640	1,18,13,994	8,15,945	3,85,321	2·37	1,48,147	4,00,801	—3,119	—41,627	—1,19,551	145	52·78

TABLE II. (Including the Native State section.)

* Due to abnormal increase in net earnings.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (i) Tinnevelly-Quilon (Travancore) railway (Native State section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Quilon to Punalur	1-6-04	28·28	
Punalur to the Frontier of the Travancore State near Shencottah	26-11-04	29·77	58·05

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24·56 miles, between Punalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 477 feet radius.

Gradients.—The ruling gradient between Quilon and Punalur is 1 in 100 and between Punalur and Shencottah 1 in 50.

Contract—

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) railway (British section) [10 (*h*)].

Statistics of working—

See under British section [10 (*h*)].

10 (*j*) Morappur-Dharmapuri railway (2′ 6″ gauge)—

The line is the property of the Government, on whose behalf it was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908 it was made over to the South Indian Railway Company for working as an integral part of their undertaking.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Morappur to Dharmapuri	18-1-06	18·53	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Dharmapuri to Hosur (sanctioned on 3rd March 1909)	...	54·87	73·40

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pynkado.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contracts—

Dated the 2nd March 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

(For Index see page preceding this appendix.)

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*j*) Morappur-Dharmapuri railway (2′ 6″ gauge)—*concld.*

Contracts—*concld.*

Dated the 26th October 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from the 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Main provisions of contracts—

As in the case of 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908 .	18·53	8,39,999	37,145	3,769	0·45	39	89·85
1909 .	18·53	9,22,100	39,270	−6,888	...	41	117·53
1910 .	18·53	12,56,128	45,796	9,627	0·77	48	78·98
1911 .	18·53	20,37,238	41,315	36	...	43	99·91
1912 .	18·53	25,88,828	48,998	2,581	0·10	51	94·73

10 (*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tirupattur to Krishnagiri	18-9-05	25·38	25·38

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contracts—

Dated the 2nd March 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company* supplemental to and continuing with further modifications, with effect from the 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Main provisions of contracts—

As in the case of 10 (*b*), South Indian railway (3′3⅜″ gauge).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

(For Index see page preceding this appendix.)

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$ **SOUTH INDIAN RAILWAY SYSTEM—*concld.***

10 (*k*) Tirupattur-Krishnagiri railway (2' 6" gauge)—*concld.*

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	25·38	10,87,305	58,052	1,233	0·11	41	97·70
1909	25·38	10,86,836	45,692	312	0·03	35	99·32
1910	25·38	11,14,660	57,179	10,061	0·90	43	82·40
1911	25·38	11,01,519	65,298	18,179	1·65	49	72·16
1912	25·38	10,98,576	63,563	19,179	1·75	48	69·83

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 11 / Sub-head (a) **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.
Managing Director.—James Meadows Rendel, Esq.
Offices.—Bishopsgate House, 80, Bishopsgate, London, E. C.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Chittagong Port to Chittagong	3-11-95	1·73		
Chittagong to Feni	1-7-95	56·00		
Feni to Comilla	1-7-95	39·10		
Comilla to Akhaura	1-1-96	29·41		
Akhaura to Karimganj	4-12-96	115·00		
Karimganj to Badarpur	4-12-96	12·00		
Badarpur to Dámchara	23-4-99	18·53		
Dámchara to Lumding	1-12-03	96·70		
Lumding to Nazira	1-1-01	141·87		
Nazira to Lakwá	15-11-01	10·71		
Lakwá to Bhojo	1-2-03	12·72		
Bhojo to Tinsukia	1-3-03	41·94		
			576·61	
Branches—				
Noakhali branch—				
Láksám to Noakhali	15-5-03	30·46		
			30·46	
Chandpur branch—				
Láksám to Chandpur	1-7-95	31·62		
			31·62	
Bhairab Bazar branch—				
Akhaura to Ashuganj	1-4-10	19·05		
			19·05	
Sylhet branch—				
Kulaura to Fenchuganj	16-4-12	15·10		
			15·10	
Silchar branch—				
Badarpur to Katakhal	13-6-98	6·27		
Katakhal to Silchar	8-11-98	12·35		
			18·62	
Gauháti branch—				
Gauháti Ghát to Gauháti	1-1-97	1·32		
Gauháti to Jamuna mukh	1-1-97	74·11		
Jamuna mukh to Lanka	2-1-99	19·11		
Lanka to Lumding (temporary station)	1-3-99	15·55		
Lumding (temporary station) to Lumding	20-2-00	3·44		
			113·53	
TOTAL LENGTH OPEN	...	...	...	804·99
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Bhairab Bazar to Tangi (sanctioned on 17th August 1910)	...	39·46		
Fenchuganj to Sylhet (sanctioned on 18th November 1912)	...	15·05		
			54·51	54·51
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED	...	...	...	859·50

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sál and pynkado, and partly on bastard sál, nageshur, jarrah wood and ironbark sleepers. The Noakhali and Sylhet branches are laid with 41¼-lb. steel rails on sál sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silchar, Láksám and Chandpur, Gauháti Ghát and Gauháti, and half a mile from Gauháti towards Lumding, and at some stations on the hill section. Fencing of Bhairab Bazar branch is in progress.

Curves.—The sharpest curve is of 358 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding, 1 in 60, with a 1 in 37 banking section, 8·54 miles long; between Gauháti and Tinsukia, and Kulaura and Fenchuganj, 1 in 100; between Láksám and Noakhali, 1 in 200; between Láksám and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150; and between Akhaura and Ashuganj, 1 in 200.

Contracts—

Dated the 26th April 1892 (called the principal contract), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the construction, management, maintenance and working, by the Company, of their undertaking.

Dated the 6th December 1899, *between the Secretary of State and the Assam-Bengal Railway Company*, as to the extension of time for the completion of the railway.

Dated the 29th April 1903 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the adoption of *1s. 4d.* per rupee as the "prescribed" rate of exchange.

Dated the 11th April 1906, (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking as from 1st January 1906.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$ · **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Government guarantee interest in sterling at 3 per cent on the Company's share capital of £ 1,500,000. (Up to 30th June 1898 interest was allowed at 3½ per cent.)

(iii) *Distribution of profits.*—The net earnings to be applied in payment to the Government of—

(*a*) The equivalent in rupees of interest paid on debenture capital; provided that, if the Company's share capital is not less than $\frac{3}{11}$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

(*b*) the equivalent in rupees of the guaranteed interest paid to the Company in respect of share capital; and

(*c*) interest on the capital contributed, or deemed to be contributed, by the Government, at the same rate as the guarantee for the time being on the Company's capital. But if the capital advanced by Government exceed $\frac{8}{11}$ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement.

"Surplus profits," after interest charges have been met, are divided between the Company and the Government in the ratio of the respective amounts of capital expended by them on the undertaking.

(iv) *Rates and fares.*—To be approved by the Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as obtain on State railways of the same gauge, and at rates to be approved by the Government.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are absolutely the property of the Government, who may determine the contract on the 31st December 1921, or at the end of any succeeding tenth year by giving 12 months' previous notice.

The Government may also determine the contract at any time on six months' previous notice, if the Company fail to fulfil its obligations, or if the line be worked at a loss for three consecutive half-years. On the determination of the contract, the Company is to hand over to the Government the railway and all its belongings of every description, on repayment by the Government of the amount in sterling, at the par value, of the share capital paid by the Company to the Government.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—Not specified.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1895 .	129·49	4,27,47,293	2,14,426	—3,047	...	13,95,686	—14,06,683	* The decrease in net earnings is due to heavy expenditure of an extraordinary character, *e.g.*, heavier renewals of sleepers, repairs to jetty shed destroyed by fire in 1907 and commission on debentures renewed in 1908.	64	103·75
1896 .	295·90	5,59,03,217	6,18,785	33,238	0·06	23,73,034	—23,39,796		71	94·63
1897 .	360·63	6,94,23,486	9,90,640	72,214	0·10	22,56,279	—21,84,065		68	92·71
1898 .	379·25	8,32,11,758	13,08,124	54,551	0·07	24,45,375	—23,90,724		83	95·83
1899 .	434·06	9,45,26,273	16,19,646	3,22,704	0·37	28,63,084	—25,40,380		75	80·08
1900 .	436·26	10,31,71,309	17,09,955	3,64,364	0·38	33,31,390	—29,67,026		75	78·69
1901 .	539·21	11,17,19,504	21,34,252	4,56,654	0·44	35,06,252	—30,49,598		70	78·60
1902 .	589·21	11,87,04,959	20,96,658	2,54,418	0·23	38,08,387	—35,53,969		68	87·86
1903 .	740·38	12,40,23,548	23,97,658	4,43,963	0·35	40,71,450	—36,27,487		71	81·48
1904 .	740·38	12,60,09,629	29,53,962	1,05,320	0·08	41,66,535	—40,61,145		77	96·43
1905 .	740·38	12,78,56,722	34,14,295	1,25,615	0·10	42,61,306	—41,35,691		88	96·32
1906 .	775·28	13,25,20,704	42,20,064	4,27,858	0·30	44,53,682	—40,25,824		104	89·86
1907 .	775·28	13,49,01,212	48,90,137	6,40,254	0·47	37,92,277	—31,52,023		122	86·91
1908 .	776·28	13,90,59,050	46,96,729	* 53,309	0·04	41,64,794	—41,11,485		117	98·87
1909 .	770·84	14,31,45,488	49,14,893	4,47,461	0·31	43,64,911	—39,17,450		122	90·90
1910 .	789·89	14,45,68,076	51,70,052	7,84,033	0·54	44,08,319	—36,24,286		126	84·83
1911 .	789·89	14,79,47,899	55,76,145	11,37,710	0·77	45,86,405	—34,48,695		136	79·59
1912 .	804·99	15,04,29,093	64,50,146	17,29,637	1·15	46,70,106	—29,40,469	...	155	73·18

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads } (a) \text{ \& } (b)}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—**

Chairman.—Colonel T. Gracey, C.S.I.

Managing Director.—Alexander Izat, Esq., C.I.E.

Offices.—237, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system—The Bengal and North-Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)	1,177·27	62·02	1,239·29
(*b*) Tirhoot railway (3′ 3⅜″ gauge)	781·66	36·19	817·85
Total	1,958·93	98·21	2,057·14

Running powers—

	Miles.	
Home line over Foreign lines—		
Cawnpore to Aishbagh, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand railway	for passenger and goods trains.	45·03
Aishbagh to Daliganj, Lucknow-Bareilly (3′ 3⅜″ gauge) railway		3·40
Daliganj to Burhwal, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand railway		34·57
Benares Cantonment to Benares City, and Benares Cantonment to outer signal on the Benares-Allahabad extension, Oudh and Rohilkhand railway (3′ 3⅜″ gauge)		2·18
At Sitapur within the boundary of the Rohilkund and Kumaon railway		0·85
Total ...		86·03

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Sonepore, *viâ* Chupra, Savan and Gorakhpur, to Mankapur	15-1-85	217·90		
Mankapur to Gonda	2-4-84	17·36		
Gonda to Colonelganj	29-10-91	17·89		
Colonelganj to Jarwal Road	1-2-92	10·74		
Jarwal Road to Gogra Ghât	18-12-96	2·78		
Gogra Ghât to Chowka Ghât	24-12-98	3·67		
Chowka Ghât to Burhwal	24-11-96	2·85		
			273·22	
Branches and Extensions—				
Palesa Ghât branch—				
Sonepore to Palezaghat	15-1-85	9·34		
			9·34	
Mashrak branch—				
Chupra to Mashrak	20-3-10	26·17		
			26·17	
Maharajgunj branch—				
Daronda to Maharajgunj	1-4-07	3·90		
			3·90	
Thawe branch—				
Savan to Thawe	1-4-07	17·82		
			17·82	
Bagaha branch—				
Gorakhpur to Chhitauni Ghât	7-2-07	57·74		
Chhitauni Ghât to Bagaha (Gunduck bridge East bank)	9-8-12	4·13		
			61·87	
Gorakhpur-Gonda loop—				
Gorakhpur to Uska Bazar	15-12-86	39·58		
Uska Bazar to Barhni	15-1-05	30·88		
Barhni to Tulsipur	15-1-06	24·04		
Tulsipur to Balrámpur	1-6-98	18·15		
Balrámpur to Gonda	15-12-96	23·08		
			135·73	
Jarwa branch—				
Gainsari to Jarwa	12-4-06	9·16		
			9·16	
Ajodhya branch—				
Mankapur to Nawabganj	2-4-84	13·48		
Nawabganj to Ajodhya	1-12-84	5·07		
			18·55	
Naipalganj Road branch—				
Gonda to Bahraich	2-4-84	37·47		
Bahraich to Naipálganj Road	15-12-86	33·15		
			70·62	
Katarnian Ghât branch—				
Nánpára to Mihinpurwa	15-12-96	14·79		
Mihinpurwa to Katarnian Ghât	25-3-98	27·28		
			42·07	
Sitapur branch—				
Burhwal to Sitapur	13-3-11	58·91	58·91	
Carried over	...	...	...	727·36

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

12 (a) Bengal and North-Western railway (3' 3⅜" gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...	...	727·36
Chupra-Benares-Allahabad branch—				
Chupra to Revelganj	15-4-91	7·75		
Revelganj to Bakulha	4-2-12	4·81		
Bakulha to Ballia	12-5-99	27·47		
Ballia to Phephna	15-3-99	7·00		
Phephna to Ghazipur Ghât	11-3-03	31·16		
Ghazipur Ghât to Aunrihar (Ganges-Gogra Doab lines)	15-3-99	27·88		
Aunrihar to Benares	15-3-99	21·24		
Benares to Madhosingh	1-3-09	29·50		
Madhosingh to Jhusi	21-4-09	41·51		
Jhusi to Izat bridge	1-11-12	2·53		
			200·85	
Mirzapur Ghât extension—				
Madhosingh to Mirzapur Ghât (Ganges-Gogra Doab lines)	1-3-09	6·59		
Mirzapore Ghât to Chil	25-10-12	0·48		
			7·07	
Bhatni-Benares chord—				
Bhatni to Turtipar	15-12-96	17·55		
Turtipar to Mau (Ganges-Gogra Doab lines)	8-6-98	26 26		
Mau to Aunrihar (Ganges-Gogra Doab lines)	15-3-99	34·63		
			78·44	
Barhaj branch—				
Salimpur to Barhaj	1-12-97	12·50		
			12·50	
Dohrighat branch—				
Phephna to Indara (Ganges-Gogra Doab lines)	15-3-99	31·00		
Indara to Dohrighat (Ganges-Gogra Doab lines)	21-3-84	21·70		
			52·70	
Shahganj branch—				
Mau to Azamgarh (Ganges-Gogra Doab lines)	8-6-98	27·40		
Azamgarh to Shahganj (Ganges-Gogra Doab lines)	14-2-03	34·81		
			62·21	
Jaunpur branch—				
Aunrihar to Jaunpur (Ganges-Gogra Doab lines)	21-3-04	36·14		
			36·14	
				449·91
TOTAL OPEN MILEAGE	...	...	...	1,177·27
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Thawe to Captainganj (sanctioned on 21st July 1910)	...	60·56		
Izat bridge to Allahabad city (sanctioned on 26th January 1909)	...	1·46		
			62·02	62·02
TOTAL OPEN AND UNDER CONSTRUCTION OR SANCTIONED	...	...	...	1,239·29

Details of construction—

Permanent-way.—The main line, the Sitapur branch and the sections from Chupra to Inchcape bridge and Bhatni to Turtipar are laid with 50-lb. steel rails mostly on sâl sleepers. The rest of the line north of the Ganges is laid with 41½-lb. steel rails mostly on sâl sleepers. The Ganges-Gogra Doab main lines from Turtipar to Izat bridge and Aunrihar to Inchcape bridge are laid with 50-lb. steel rails on sâl sleepers, and the branches with 41½-lb. steel rails on sâl sleepers.

Ballast.—The whole line, except quite new constructions, is ballasted with kunkur, broken brick or shingle.

Fencing.—The main line and the section from Chupra to Revelganj are fenced.

Curves.—The sharpest curve is of 1,100 feet radius on the Orai diversion.

Gradients.—The ruling gradient is 1 in 300. On the various river ghât lines the gradients are steeper.

Contracts—

Dated the 12th December 1882 (called the original contract), *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the construction and working by the Company of the Bengal and North-Western railway.

Dated the 22nd February 1886 (supplemental to and modifying in some respects the contract of 1882) *between the Secretary of State and the Bengal and North-Western Railway Company.*

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 18th July 1890, *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the taking over and working by the Company of the State railways known as the Tirhoot railway in conjunction with the Company's railway.

Dated the 19th December 1894 (supplemental to the contracts of 1882, 1886 and 1890), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for certain extension of the Company's railway and for the exercise by the Company of running powers for through traffic over the Cawnpore-Burhwal 3′ 3⅜″ gauge link of the Oudh and Rohilkhand railway.

Dated the 12th December 1895 (supplemental to the contracts of 1890 and 1894), *between the Secretary of State and the Bengal and North-Western Railway Company*, modifying in some respects the contract of 1890 relating to the Tirhoot railway.

Dated the 23rd July 1896 (supplemental to the contracts of 1882, 1886, 1890, 1894 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway and of the Tirhoot railway.

Dated the 15th January 1903 (supplemental to the contracts of 1882, 1886, 1894 and 1896), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway.

Dated the 24th April 1903 (supplemental to the contracts of 1882, 1890 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 14th December 1905 (supplemental to the contracts of 1882, 1890, 1895, 1896 and 1903), *between the Secretary of State and the Bengal and North-Western Railway Company*, continuing with modifications the contract of 1890 relating to the Tirhoot railway and modifying in some respects the contract of 1882 relating to the Company's railway.

Dated the 7th October 1907 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, and 1905), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway.

Dated the 1st October 1908 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905 and 1907), *between the Secretary of State and the Bengal and North-Western Railway Company*, for providing for a further extension of the Company's railway from Chupra to Mashrak.

Dated the 9th July 1909 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907 and 1908), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for a further extension of the Company's railway, from Burhwal to Sitapur.

Dated the 13th October 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908 and 1909), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for extensions of the Company's railway connecting the Company's Main lines with the Company's Doab lines and with the Tirhoot railway, respectively, by bridges over the Gogra and Gundak rivers.

Dated the 7th December 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908, 1909 and 13th October 1910), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for a further extension of the Company's railway from Thawe to Captainganj.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost for the Company's railway ; and at the cost of capital for the Tirhoot railway undertaking.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*—The Company's railway and the Tirhoot railway undertaking are worked conjointly ; but the accounts of each are kept separate and distinct, except those relating to working expenses.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*a*) Bengal and North-Western railway (5′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

In addition to the ordinary working expenses and usual contributions to the State Railway and Company's Provident Institutions, the working expenses for each half-year include interest at 4 per cent per annum on all outlay up to the 31st December 1904 expended on "rolling-stock," "steamers and barges and landing stages," "stores," and "stations and offices, station machinery, staff quarters and all other works including permanent-way at Sonepore" for joint use, and on all outlay subsequent to that date up to the close of each half-year incurred on the same matters and on "workshops and store buildings, etc." or any other works used for joint purposes. The interest so charged is to be credited to the respective revenue accounts of the Company's railway and the Tirhoot railway undertaking in the ratio of the contributions of capital made to the joint accounts by each.

The working expenses of the open system, exclusive of the charges for maintenance of way, works and stations, other than those for general supervision, are divided between the Company's railway and the Tirhoot railway undertaking in proportion to their respective gross earnings.

The charges for maintenance of way, works and stations, other than the charges for general supervision are appropriated and allotted to the Company's railway or the undertaking on the basis of the actual expenditure incurred by each.

(iv) *Distribution of profits.*—As to the Company's railway, under the original contract of 1882 any surplus over 6 per cent was to be equally divided between the Government and the Company; but this provision was rescinded by the contract of the 22nd February 1886, which leaves the profits entirely in the hands of the Company.

As to the open system, after deducting half-yearly from the gross earnings of the Company's railway and of the undertaking, respectively, the working expenses noted under (iii), the balance of the gross earnings (termed net revenue) in the case of the Company's line belongs to the Company, and in the case of the Tirhoot railway undertaking is applied in the following manner and order:—

(*a*) in payment to the Company of interest accruing in each half-year, after the expiration of the period during which interest is chargeable to capital, at 4 per cent per annum on one half of the capital raised and expended by the Company for the purposes of the railway crossing the Gundak river by a bridge, from Bagaha to Chhitauni, including interest paid out of capital during construction;

(*b*) in payment to the Government from the aggregate net revenue for the entire year of interest accruing in such year at 5 per cent per annum on all money advanced or expended by the Government for the purposes of the open lines of the undertaking which have not been repaid to the Government;

(*c*) the residue if not in excess of 10 lakhs going to Government and the Company in the proportion of $\frac{4}{5}$ths to the former and $\frac{1}{5}$th to the latter; if in excess of 10 lakhs, then as to 10 lakhs in the aforesaid proportion and as to the balance in the proportion of $\frac{14}{15}$ths to the Government and $\frac{1}{15}$th to the Company.

The difference between the net revenue of the Company's railway belonging and payable to the Company and the aggregate advances made to the Company, in any half-year, is to be adjusted as soon as known by payments in India between the Government and the Company as the case may require.

(v) *Rates and fares.*—As to the Company's line—to be approved by the Government, who may require the charge for salt, coal and food grains for full-wagon loads carried not less than 100 miles to be reduced to any rate not below $\frac{1}{8}$th pie per maund per mile and for passengers not below 2 pies per mile.

As to the open system—for the carriage of through passengers and goods over the Company's railway, of all through and local passengers and goods over the Tirhoot railway undertaking, and of all passengers and goods from and to the undertaking or any connected railway carried over the Company's railway or any foreign railway connected therewith, the Government have the power to fix and vary the classification for passengers and goods and the maxima and minima fares and rates for the several classes of passengers and goods, respectively. Until otherwise fixed no rate for goods is to be higher than one pie or lower than $\frac{1}{10}$th pie per maund per mile.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails and post office servants on duty.—To be carried free on the Company's railway; and on the Tirhoot railway on the same general conditions and at the same rates as may be in force on the 3′ 3⅜″ gauge State Railways.

(*b*) Troops, police, high Government officials and Government stores.—As to the Company's railway, to be conveyed on the same general conditions as those in force on the 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government. As to the Tirhoot railway undertaking, to be conveyed on the same general conditions and at the same rates as may be in force on State railways of the 3′ 3⅜″ gauge.

(*c*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved from time to time by the Secretary of State.

(vii) *Power of the Government to determine the contracts relating to the Company's railway.*—The line and all its appurtenances become the property of Government on the termination of the contracts. If the contracts terminate by the efflux of time the Government is to pay to the Company the value of rolling-stock, movable machinery, stores, etc. The Government may determine the contract after 50 years (*i.e.*, on the 31st December 1932), on one year's previous notice of intention to purchase, paying 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation for the five years immediately preceding the *purchase*. And at any time prior to the 31st December 1912, the Government have the right and option to elect that, upon the determination of the contract of 1882 by notice of purchase on the 31st December 1932, they will in lieu of making the aforesaid payment, pay to the Company a sum of money equal to 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation during the five years immediately preceding the *31st December 1912*. These terms do not apply to the Doab lines referred to in the contracts of 1896, 1907 and 1910, in respect of which the Government undertake to pay to the Company, in the event of purchase, a sum equal to the capital raised and expended thereon with their sanction, including interest paid out of capital during construction. One-half of the capital raised and expended by the Company for the Manjhi Ghat-Bakulha section, including interest paid out of capital during construction, is to be treated as capital attributable to the Doab lines; the other half, and the whole of the capital for the Bagaha-Chhitauni section, including interest paid out of capital during construction, is to be treated as capital attributable to the Company's main lines. The Government may also determine the contract at any time, at six months' notice, if the Company fail to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of the line, less the value of the same treated as a reversionary sum absolutely payable on the 31st December 1981.

(viii) *Power of the Government to determine the contracts relating to the Tirhoot railway undertaking.*—If the original contract with the Company, dated the 12th December 1882, terminate for any reason prior to the expiry of the term of the contracts relating to the Tirhoot railway undertaking, then the latter also, *ipso facto*, terminate at the same time. The Government may also terminate the Tirhoot railway contracts at any time, on 6 months' notice, if the Company fail to observe its obligations. The Government may also terminate the Tirhoot railway contracts on the 31st December 1919, on 6 months' notice: or, at the same date and by the like notice, the Government may modify or alter the terms with the approval of the Company as from the 31st December 1919; but if the Company do not agree to the proposed modifications or alterations then the contracts will terminate on the 31st December 1919. On the determination of the Tirhoot railway contracts the Government will resume possession of the undertaking, and any capital sums which may have been raised by the Government and expended on the Company's lines, or raised and expended by the Company on the undertaking, are to be considered as debts due from the Company and the Government respectively.

(ix) *Power of the Company to surrender contracts.*—Nil.

(x) *Term of contracts relating to the Company's railway.*—99 years, *i.e.*, until the 31st December 1981, subject to (vii).

(xi) *Term of contracts relating to the Tirhoot railway undertaking*—28 years, *i.e.*, from 1st January 1905 to the 31st December 1932, subject to (viii).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

TABLE I.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided between the Government and the Company, in the ratio of gross earnings.	Payments received for working the Tirhoot railway.	Total income.	Percentage of total income on total capital outlay given in column 3.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
1884 . .	75·00	1,52,47,428	77,670	−26,221	...	...	−26,221	...	29	133·76
1885 . .	308·00	2,01,86,980	12,05,541	5,89,206	...	...	5,89,206	2·92	72	51·13
1886 . .	376·00	2,32,16,102	18,54,074	8,09,189	...	...	8,09,189	3·49	106	56·36
1887 . .	376·00	2,56,22,684	19,44,008	8,37,004	...	...	8,37,004	3·27	90	56·94
1888 . .	376·00	2,61,51,593	22,09,543	9,38,844	...	...	9,38,844	3·73	102	55·25
1889 . .	376·00	2,63,41,872	22,11,824	10,58,964	...	...	10,58,964	4·00	103	52·35
1890 . .	376·00	2,68,84,918	22,08,788	12,21,020	...	*24,245	12,45,265	4·63	101	44·72
1891 . .	401·00	2,76,68,842	24,76,909	15,48,590	...	69,484	16,18,074	5·85	111	37·48
1892 . .	414·50	2,83,88,821	29,39,077	16,20,567	...	67,060	16,87,627	5·94	125	44·36
1893 . .	414·50	2,84,84,234	26,14,546	15,75,636	...	66,842	16,42,478	5·79	114	39·74
1894 . .	414·50	2,87,24,887	26,17,242	16,87,899	...	72,358	17,60,257	6·13	115	35·51
1895 . .	414·50	3,12,95,704	25,71,036	16,82,766	...	72,909	17,55,675	5·61	112	34·55
1896 . .	478·63	3,43,36,114	26,26,063	16,70,172	...	71,614	17,41,786	5·07	113	36·40
1897 . .	485·55	4,10,32,307	27,55,718	17,24,277	...	74,905	17,99,182	4·38	105	37·48
1898 . .	536·25	4,66,78,822	33,31,390	19,74,920	...	75,885	20,50,805	4·39	112	40·73
1899 . .	743·00	5,16,06,783	43,44,561	26,70,911	...	61,940	27,32,851	5·30	113	38·53
1900 . .	743·00	5,24,78,019	43,64,006	24,73,433	...	49,563	25,28,996	4·82	109	43·18
1901 . .	743·00	5,50,91,880	53,66,794	30,97,372	...	76,853	31,74,225	5·76	134	42·29
1902 . .	747·75	5,84,82,525	55,60,238	29,72,183	...	76,671	30,48,854	5·92	139	46·55
1903 . .	812·96	6,21,09,547	61,98,433	38,53,972	...	1,04,369	39,58,341	6·37	145	37·82
1904 . .	870·80	6,43,92,188	67,16,933	43,28,496	...	1,16,634	44,45,330	6·90	147	35·56
1905 . .	901·32	6,77,55,566	61,79,116	34,34,390	+37,627	1,69,446	36,41,463	5·37	117	43·81
1906 . .	932·18	7,13,66,622	77,02,976	40,92,699	−9,028	2,01,060	42,84,731	6·00	142	46·99
1907 . .	1,014·90	7,50,01,758	89,59,804	49,72,741	−25,044	2,04,275	51,51,972	6·87	154	44·78
1908 . .	1,016·73	7,91,13,230	79,80,236	43,74,935	+45,015	1,58,939	45,78,889	5·79	162	44·78
1909 . .	1,091·56	8,44,52,801	80,65,653	43,59,479	+31,817	58,411	44,49,707	5·27	142	45·95
1910 . .	1,117·14	8,92,16,995	84,58,223	48,85,946	+38,810	2,01,276	51,46,032	5·77	146	42·23
1911 . .	1,175·84	9,31,80,852	99,29,872	57,59,938	+41,140	2,35,109	60,36,187	6·48	162	42·01
1912 . .	1,177·27	9,68,79,261	1,12,49,175	73,19,499	+38,037	3,09,961	76,67,497	7·91	184	34·93

* For the second-half of 1890 only as the line was taken over for working from the 1st July 1890.

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Sonepore to Hajipur	1-8-87	3·23		
Hajipur to Bachhwara	1-4-00	44·41		
Bachhwara to Baraunī Junction	1-5-83	10·05		
Baraunī Junction to Thana Bihpur	1-8-00	66·17		
Thana Bihpur to Katareah	7-8-01	17·94		
Katareah to Kursela	10-7-02	3·75		
Kursela to Katihar Junction	7-8-01	23·75		
			169·30	
Branches and Extensions—				
Hajipur-Muzaffarpur branch—				
Hajipur to Muzaffarpur	26-10-84	32·85		
			32·85	
Hajipur Ghāt extension—				
Hajipur to Hajipur Ghāt	26-10-84	1·89		
			1·89	
Semaria Ghāt extension—				
Baraunī Junction to Semaria Ghāt	1-5-83	5·06		
			5·06	
Bachhwara-Bagaha branch—				
Bachhwara to Dalsing Sarai	1-5-83	7·00		
Dalsing Sarai to Samastipur	1-11-75	14·75		
Samastipur to Muzaffarpur	24-2-72	32·21		
Muzaffarpur to Motihari	1-2-83	49·57		
Motihari to Bettiah	20-12-83	27·06		
Bettiah to Narkatiaganj	17-1-06	23·43		
Narkatiaganj to Bagaha	1-5-07	26·90		
Bagaha to Gunduck bridge East bank	9-8-12	1·11		
			192·02	
Carried over	...	...		391·12

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (b) Tirhoot railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...		391·12
Rasaul branch—				
Sagauli to Raxaul	1-3-99	18·72	18·72	
Samastipur-Darbhanga-Narkatiaganj loop—				
Samastipur to Darbhanga	1-11-75	23·40		
Darbhanga to Sitamarhi	1-7-90	42·00		
Sitamarhi to Riga	1-1-91	6·00		
Riga to Dhang	1-7-91	9·00		
Dhang to Bairagnia	10-8-12	4·36		
Bairagnia to Narkatiaganj	20-12-07	58·25	143·01	
Bhikna Thoree branch—				
Narkatiaganj to Bhikna Thoree	17-2-06	22·29	22·29	
Darbhanga-Bhaptiahi branch—				
Darbhanga to Jhanjharpur	1-2-88	23·66		
Jhanjharpur to Ghoghardiha	8-4-86	13·68		
Ghoghardiha to Nirmali	8-4-86	6·24		
Nirmali to Bhaptiahi	15-11-87	10·00	53·58	
Bhaptiahi-Pertabganj Ghât branch—				
Bhaptiahi to Raghopur	1-10-88	6·91		
Raghopur to Pertabganj Ghât	1-5-12	4·43	11·34	
Jaynagar branch—				
Sakri to Jaynagar	14-1-05	30·20	30·20	
Bhaptiahi-Mansi branch—				
Bhaptiahi to Makhana Bazar	1-3-07	44·33		
Makhana Bazar to Mansi	15-12-07	15·71	60·04	
Buddham Ghât branch—				
Saharsa to Budham Ghât	15-3-08	18·61	18·61	
Monghyr branch—				
Sahebpur Kamal to Monghyr Ghât	7-3-00	6·04	6·04	
Bhagalpur branch—				
Thana Bihpur to Mahadeopur Ghât	16-12-01	11·36		
Mahadeopur Ghât to Barari Ghât (Steamer service)	...	...		
Barari Ghât to Bhagalpur Kachery	15-3-06	5·75		
Bhagalpur Kachery to Bhagalpur station, E. I. Ry.	23-12-10	1·44	18·55	
Khagaria-Roserah-Samastipur extension—				
Samastipur to Roserah	21-12-12	18·01	18·01	400·39
TOTAL OPEN MILEAGE	...	...	...	791·51
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Roserah to Khagaria (sanctioned on 9th February 1911)	...	36·19	36·19	36·19
TOTAL OPEN AND UNDER CONSTRUCTION OR SANCTIONED	...	...	...	827·70
DOUBLE LINE—				
Barauni Junction to Bachhwara	22-9-06	10·05	10·05	

Details of construction—

Permanent-way.—The line is laid with 50-lb. and 41¼-lb. flat-footed steel rails on sâl, pynkado, jarrah sleepers and cast iron sleepers of Denham-Olpherts' pattern.

Ballast.—The line, except the Bhikna Thoree branch, is ballasted with kunkur or broken brick.

Fencing.—The line, except new branches, is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 1,500 feet radius.

Gradients.—The ruling gradient of the line is 1 in 300, except on 3·42 miles between Samastipur and Pertabganj, where the gradient is 1 in 200 and on the Bhikna Thoree branch where it is 1 in 80. On various river ghât lines the gradients are steeper.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a)\&(b)}}$ · **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*concld.*

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—*concld.*

Contracts—

See under 12 (*a*), Bengal and North-Western railway (3′ 3⅜″ gauge).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided in the ratio of gross earnings.	Payment made to the Bengal and North-Western Railway Company for working the line.	Total income.	Percentage of total income on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	1	2
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905 .	565·45	6,21,36,962	61,81,754	35,95,050	—37,627	1,69,446	33,87,977	5·45	28,54,563	+10,33,414	190	42·45
1906 .	614·30	6,73,40,339	66,80,324	38,97,310	+9,028	2,01,060	37,05,278	5·50	23,17,307	+13,87,971	189	41·52
1907 .	763·54	7,19,99,253	75,39,243	42,21,002	+25,044	2,04,275	40,41,771	5·61	23,80,668	+16,61,103	192	43·68
1908 .	774·69	7,33,81,580	81,63,953	44,81,501	—45,015	1,58,939	42,77,547	5·83	24,68,465	+18,09,082	204	45·14
1909 .	774·69	7,42,61,067	75,53,373	40,09,582	—31,817	53,411	39,19,354	5·28	24,73,136	+14,46,218	188	46·92
1910 .	776·13	7,46,12,530	83,14,066	48,01,220	—8,810	2,01,276	45,41,734	6·09	24,92,047	+20,49,687	206	42·24
1911 .	769·04	7,56,16,782	89,15,376	52,68,260	—41,140	2,35,109	49,92,011	6·60	25,53,319	+24,38,692	223	40·91
1912 .	791·51	7,82,44,847	98,30,665	64,73,034	—38,037	3,09,961	61,25,036	7·83	26,48,419	+34,76,617	239	34·15

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM.**

Chairman—Robert Miller, Esq.

Secretary—F. J. Horne, Esq.

Offices—210-216, Gresham House, Old Broad Street, London, E. C.

Lines comprised in the system—The Bengal Dooars railway system is made up of—

	Open line. Miles.
(*a*) Bengal Dooars railway (3' 3⅜" gauge)	36·40
(*b*) Bengal Dooars railway extensions (3' 3⅜" gauge)	116·56
Total	152·96

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

13 (*a*) Bengal Dooars railway (3' 3⅜" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line— East Bank of the Teesta (Barnes Ghat) to Dam Dim	15-1-93	31·00	31·00	
Branch— Lataguri to Ramshai	11-6-93	5·40	5·40	
				36·40

Details of construction—

Permanent-way.—The line is laid with 41½-lb. flat-footed steel rails on sál sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Agreements and contracts—

Agreement, dated the 27th April 1891 (called the principal contract), *between the Secretary of State and Messrs. Octavius Steel and Company*, Promoters, Bengal Dooars Railway Company, as to the construction, maintenance, management and working of the Bengal Dooars Railway Company's original line, including the ferries connected therewith.

Agreement, dated the 27th April 1891, *between the District Board of Jalpaiguri and Messrs. Octavius Steel and Company*, Promoters, Bengal Dooars Railway Company, as to the payment of a subsidy by the Board to the Company.

Contract, dated the 2nd March 1898 (supplemental to the contract of 1891), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the construction, management, maintenance, and working of certain extensions of the Company's then existing railways.

Contract, dated the 27th September 1900 (supplemental to that of 1898), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the extension of time for the completion of the line to Hantupara.

Contract, dated the 7th November 1901 (supplemental to those of 1898 and 1900), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the extension of time for the completion of the line to Bagrakote.

Contract, dated the 16th April 1903 (supplemental to the contract of 1898), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Main provisions of agreements and contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Original line: The District Board of Jalpaiguri pay to the Company, out of the District Fund, an annual subsidy of such amount, not exceeding Rs. 4,000, as may be required to make up the net profits in each year to 5 per cent on the capital sum expended.

Original line *and* Extensions: *Nil.* (It is, however, provided that, on the request of the Company, the Government shall take over the original line and extensions, and shall work and maintain them through the agency of the Eastern Bengal railway, at 40 per cent of the gross receipts in each half-year, paying the remaining 60 per cent over to the Company.)

(iii) *Terms of working.*— } The whole of the profits go to the Company. (If, on a request
(iv) *Distribution of profits.*— } made by the Company, the lines be worked by the Eastern Bengal railway the Government retain in each half-year 40 per cent of the gross earnings, the remaining 60 per cent being paid to the Company after deduction of the income-tax payable to Government.)

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads } (a) \text{ \& } (b)}$. **BENGAL DOOARS RAILWAY SYSTEM—*contd.***

13 (*a*) Bengal Dooars railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreements and contracts—*concld.*

(v) *Rates and fares.*—Original railway, *i.e.*, the Main Line from Barnes Ghat to Mal Junction; the Eastern Branch of the Main Line from Lataguri to Ramshai; the Western Branch of the Main Line from Mal Junction to Dam Dim; the Eastern Extension from Mal Junction to (Hantupara) Madarihat; and the Western Extension from Dam Dim to Bagrakote:—Certain maxima rates and fares for goods, (other than food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal), passengers, luggage, carriages, horses and parcels have been fixed. For food grains, salt, coal for construction, working and maintenance, and for construction and revenue stores, certain maxima and minima have been fixed. If the gross receipts of the original railway and of the two (Eastern and Western) Extensions shall in any one year have reached 12 per cent on the combined capital outlay of those lines, Government may reduce the maxima rates and fares by a figure up to 25 per cent except in the case of the special rates for food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal, and for third class passengers. Southern Extension, *i.e.*, from Barnes Junction to Lalmonirhat:—Certain maxima and minima rates and fares have been fixed for goods, passengers, carriages, horses and dogs. Luggage, parcels and bullion are carried at the rates passed by the Railway Conference.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—Mails to be carried under the same terms and conditions as mails were at the date of contract of 1891 being carried on the Eastern Bengal railway, the Government having power to fix the timing of one train each way daily for the carriage of mails. Postal officials travelling on duty to be given free passes.

(*b*) Government bullion and coin, and the persons in charge thereof. — Not specified.

(vii) *Power of the Government to determine contract.*—If the Company fail to work the Original line and the Extensions for six consecutive months, the Government may determine the contract by paying to the Company a sum equal to their actual expenditure up to the date of notice.

The Secretary of State has the right to purchase the Original line and the Extensions on the 31st December 1919, and at the end of any succeeding seventh year, by giving 12 months' previous notice. In the event of such purchase the price to be paid for the Original line is to be a cash payment of one and two-fifths of the amount of the invested capital liabilities of the Company; while the price for the Extensions is to be a cash payment in England in sterling of a sum equal to 25 years' purchase of the average of the net earnings of the Extensions during the last preceding 5 years, provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure and capital liabilities of the Company in sterling as expended on the Extensions or incurred with the sanction of the Government.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8.	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1893 .	36·40	18,49,091	1,14,812	57,639	3·12	...	57,639	3·12	69	49·80
1894 .	36·40	22,84,223	2,05,286	1,04,291	4·57	4,000	1,08,291	4·74	109	49·20
1895 .	36·40	23,26,476	2,53,537	1,27,459	5·48	4,000	1,31,459	5·65	125	49·73
1896 .	36·40	24,33,213	2,70,451	1,31,814	5·42	...	1,31,814	5·42	136	51·26
1897 .	36·40	25,76,562	2,86,407	1,45,289	5·63	...	1,45,289	5·63	145	49·27
1898 .	36·40	26,63,050	2,69,089	1,14,620	4·30	4,000	1,18,620	4·45	135	57·40
1899 .	36·40	26,26,748	2,73,038	1,18,417	4·51	4,000	1,22,417	4·66	137	56·63
1900 .	36·40	26,42,695	3,32,739	1,89,460	7·17	...	1,89,460	7·17	168	43·06
1901 .	36·40	26,44,873	3,10,920	1,76,399	6·67	...	1,76,399	6·67	156	43·27
1 02 .	36·40	26,50,627	2,73,340	1,71,455	6·47	...	1,71,455	6·47	144	37·27
1903	36·40	26,95,547	3,11,131	2,24,952	8·35	...	2,24,952	8·35	156	27·70
1904 .	36·40	26,64,642	3,46,277	2,56,651	9·63	...	2,56,651	9·63	175	25·88
1905 .	36·40	27,26,891	3,76,343	2,49,598	9·15	...	2,49,598	9·15	196	32·60
1906 .	36·40	27,23,008	4,08,623	2,96,703	10·86	...	2,96,703	10·86	216	27·39
1907 .	36·40	27,56,535	4,26,705	2,84,722	10·33	...	2,84,722	10·33	222	32·68
1908 .	36·40	27,72,347	4,37,252	3,34,102	12·02	...	3,34,102	12·02	231	23·59
1909 .	36·40	28,40,534	4,46,811	3,54,527	12·48	...	3,54,527	12·48	236	20·65
1910 .	36·40	29,73,769	4,86,375	3,73,343	12·55	...	3,73,343	12·55	257	23·24
1911	36·40	31,18,394	4,94,386	3,86,765	12·40	...	3,86,765	12·40	261	21·76
1912 .	36·40	31,71,542	5,41,376	4,16,170	13·12	...	4,16,170	13·12	286	23·13

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$ **BENGAL DOOARS RAILWAY SYSTEM**—*concld.*

13 (*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Eastern extension—				
Mal to Chalsa	1-4-01	5·40		
Chalsa to Chengmari	1-1-03	13·45		
Chengmari to Dalgaon	23-3-03	15·84		
Dalgaon to Madarihat	14-6-03	9·31		
			44·00	
Southern extension—				
Barnes Junction to Baura	20-4-00	23·30		
Baura to Bhotemari	21-10-00	16·70		
Bhotemari to Lalmanirhat	20-11-00	20·80		
			65·80	
Western extension—				
Dam Dim to Oodlabari	1-5-01	3·30		
Oodlabari to Bagrakote	1-1-02	3·46		
			6·76	
				116·56

Details of construction—

Permanent-way.—The line has been laid with 41½-lb. flat-footed steel rails on sál sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Contracts—

As noted under 13 (*a*), Bengal Dooars railway (3′ 3⅜″ gauge).

Statistics of working—

	Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
	2	3		5	6	7	1	2
	Miles.	Rs.	Rs.	Rs.			Rs.	
1900	66·00	47,11,632	16,191	...	...	The net earnings for 1900, 1901, 1902 and 1st half of 1903 were credited to interest on capital during construction.	14	72·32
1901	74·30	62,26,954	1,76,389	...	...		47	60·92
1902	77·76	72,66,165	2,53,634	...	...		63	65·99
1903	116·56	80,10,365	3,46,666	79,199	0·99		61	69·78
1904	116·56	84,97,572	4,15,179	1,08,680	1·28		68	73·85
1905	116·56	87,92,080	5,12,343	1,97,624	2·25		85	61·39
1906	116·56	89,99,516	5,83,852	2,91,256	3·24		96	50·10
1907	116·56	90,70,626	6,04,133	1,43,585	1·58		99	76·23
1908	116·56	90,88,887	6,19,972	3,14,228	3·46		102	49·31
1909	116·56	91,36,146	6,08,419	3,14,641	3·44		100	48·28
1910	116·56	92,06,724	6,58,433	3,45,725	3·75		109	47·49
1911	116·56	93,43,461	7,07,730	3,60,021	3·85		117	49·13
1912	116·56	94,43,641	8,92,405	5,01,116	5·28		147	43·85

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 14}{\text{Sub-heads } (a) \text{ and } (b)}$. **BHAVNAGAR RAILWAY SYSTEM—**

Lines comprised in the system.—The Bhavnagar railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total
	Miles.	Miles.	Miles.
(*a*) Bhavnagar railway (3′ 3⅜″ gauge)	173·17	...	173·17
(*b*) Dhrangadra railway (3′ 3⅜″ gauge)	20·63	...	20·63
Total	193·80	...	193·80

14 (*a*) Bhavnagar railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Bhavnagar Docks to Wadhwan Junction	20-12-80	*105·12	105·12		*Includes 1·03 miles of Dock estate line which is worked for goods traffic only.
Branches—					
Dhasa branch—					
Dhola to Dhasa	19-1-81	15·33	15·33		
Kundla branch.					
Dhasa to Liliamota	1-10-11	20·80			
Liliamota to Savar Kundla	17-8-12	15·00	35·80		
Palitana branch—					
Sihor to Palitana	16-11-10	16·92	16·92	173·17	

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers. 61 miles of the Bhavnagar-Wadhwan section from Bhavnagar Terminus to mile 61 have been renewed with 50-lb. rails. 2 miles of Dhasa-Kundla branch still consist of 40-lbs. flat-footed steel rails, which are shortly to be replaced by 41¼-lb. rails.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan, which is ballasted with kunkur.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—On the main line the ruling gradient is 1 in 200, except for about 10 chains near the Ranpur Bhogawa bridge where it is 1 in 100. Between Sihor and Palitana and Dhasa and Liliamota it is 1 in 100.

Agreement—

This line was constructed by Government Agency for the Native State of Bhavnagar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	157·95	89,52,431	14,59,671	9,07,436	10·14	178	37·79
1912	173·17	1,09,63,312	14,65,875	7,71,271	7·03	163	47·39

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads } (a) \text{ and } (b)}$. **BHAVNAGAR RAILWAY SYSTEM—*concld.***

14 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Wadhwan Junction to Dhrangadra	1-6-98	20·63	20·63

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar and jodka sleepers.

Ballast.—The ballast used is of broken sandstone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,400 feet radius.

Gradients.—The ruling gradient is 1 in 175.

Agreement—

This line was constructed for the Native State of Dhrangadra (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Bhavnagar railway under a provisional agreement, dated the 22nd February 1911, *between the Bhavnagar and Dhrangadra States*, as to the maintenance, management and working of the Dhrangadra railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Dhrangadra Durbar free of cost.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Forty per cent of gross earnings (subject to a biennial revision), *plus* 5 per cent for hire of rolling-stock and, in addition, actual expenditure on the maintenance of way, works and stations. The forty per cent is subject to reduction to 35 per cent when the earnings per mile per week exceed Rs. 50.

(v) *Rates and fares* —
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, officials and Government stores.—
(*b*) Bullion and coin.— } The same as are, for the time being, in force on the Bhavnagar railway.

(vii) *Power of Government to determine agreement.*—Not specified.

(viii) *Power of Durbar to determine agreement.*—
(ix) *Power of Bhavnagar railway to determine agreement.*— } Not specified pending new agreement.

(x) *Term of agreement.*—To be fixed hereafter.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903 . . .	20·83	5,86,639	43,053	11,713	2·00	40	72·80
1904 . . .	20·83	5,87,117	47,515	13,443	2·63	44	67·49
1905 . . .	20·83	5,86,695	49,042	13,375	2·28	45	72·73
1906 . . .	20·83	5,86,791	65,121	25,707	4·38	60	60·52
1907 . . .	20·83	5,87,610	66,614	24,953	4·25	61	62·54
1908 . . .	20·83	5,85,164	53,131	17,756	3·03	49	66·58
1909 . . .	20·83	5,85,705	60,202	18,564	3·17	56	69·16
1910 . . .	20·83	5,86,796	83,692	34,203	5·83	77	59·13
1911 . . .	20·83	5,85,335	93,689	43,546	7·44	68	53·51
1912 . . .	20·63	5,85,335	73,811	32,286	5·52	69	56·26

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 15}{\text{Sub-heads } (a) \text{ to } (c)}$. **BURMA RAILWAYS SYSTEM—**

Chairman.—Lieut.-Colonel Alfred Glynn Begbie.

Managing Director.—Walter Home, Esq., C.I.E.

Offices.—199, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Burma railways system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Burma railways (3′ 3⅜″ gauge)	1,341·85	...	1,341·85
(*b*) Burma railways extensions (3′ 3⅜″ gauge)	186·93	66·25	253·18
(*c*) Southern Shan States railway (3′ 3⅜″ gauge)	16·05	88·99	105·04
Total	1,544·83	155·24	1,700·07

15 (*a*) Burma railways (3′ 3⅜″ gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3′ 3⅜″ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
IRRAWADDY SECTION—					
Rangoon to Prome	2-5-77	161·00	161·00		
SITTANG SECTION—					
Main Line—					
Rangoon to Nyaunglebin	4-2-84	93·00			
Nyaunglebin to Toungoo	1-7-85	73·00	166·00		
Branches—					
Suburban lines*	1-3-80	6·00			
	15-7-90	3·00			
Malagon to Bankbaw†	25-8-11	1·70	10·70		*Worked for goods traffic only.
MANDALAY SECTION—					
Main Line—					
Toungoo to Pyinmana	1-5-88	59·00			†Worked for passenger traffic only.
Pyinmana to Yamethin	15-11-88	49·00			
Yamethin to Mandalay	1-3-89	112·00	220·00		
Branches—					
Myingyan branch—					
Thazi to Meiktila	10-5-98	12·89			
Meiktila to Myingyan	15-11-99	57·21	70·10		
Mandalay Shore branch—					
Mandalay to Mandalay shore*	13-4-89	2·50	2·50		
MU VALLEY SECTION—					
Main line—					
Myohaung to Amarapura-shore	22-11-91	6·00			
Sagaing to Shwebo	1-7-91	53·05			
Shwebo to Wuntho	4-4-92	99·46			
Wuntho to Nankan	1-11-94	15·46			
Nankan to Mohnyin	21-10-95	74·85			
Mohnyin to Mogaung	1-8-96	52·34			
Mogaung to Myitkyina	1-1-98	36·68	337·29		
Branches—					
Sagaing-Alon branch—					
Ywataung to Alon	15-4-00	70·46	70·46		
Katha branch—					
Naba to Katha	2-10-95	15·00	15·00		
MANDALAY-KUNLONG SECTION—					
Myohaung to Sedaw	1-1-98	13·45			
Sedaw to Maymyo	1-4-00	26·10			
Maymyo to Nawnghkio	20-5-00	34·10			
Nawnghkio to Hsipaw	1-6-01	53·25			
Hsipaw to Lashio	1-3-03	50·94	177·84		
Carried over	...	...	...	1,230·89	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

15 (a) Burma railways (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	1,230·89	
BASSEIN-HENZADA-LETPADAN SECTION—					
Suburban line at Bassein*	15-1-04	3·18			* Worked for goods traffic only.
Bassein to Henzada	15-12-02	82·25			
Henzada to Henzada shore	20-3-03	2·46			
Tharawaw on the east bank of the Irrawaddy river to Letpadan	20-3-03	23·07			
			110·96	110·96	
TOTAL, OPEN MILEAGE	...	...	...	1,341·85	
DOUBLE LINE—					
Irrawaddy section—					
Rangoon to Kemmendine	30-10-89	3·50			
Kemmendine to Insein	10-1-90	5·50			
Insein to Hlawga	25-8-05	7·92			
Hlawga to Mogyobyit	1-10-07	3·25			
Mogyobyit to Hmawbi	23-11-07	4·13			
Hmawbi to Wanetchaung	14-2-08	5·00			
			29·30		
Sittang section—					
Rangoon to Pazundaung	1-6-01	0·70			
Pazundaung to Thingangyun	19-4-05	3·40			
Thingangyun to Togyaunggale	2-1-10	2·71			
Togyaunggale to Tewainggyi	30-11-07	4·08			
Tewainggyi to Ledaunggan	23-11-07	4·71			
Ledaunggan to Dabein	10-1-08	6·69			
Dabein to Tongyi	3-1-10	7·75			
Tongyi to Kyauktan	4-1-09	4·06			
Kyauktan to Payathonzu	15-2-09	3·26			
Payathonzu to Pegu	4-1-09	3·51			
			45·87		
Pegu-Pyuntaza section—					
Pegu to Shwehle	10-8-11	5·57			
Shwehle to Payagyi	26-5-11	4·91			
Payagyi to Pyinbongyi	22-5-11	7·33			
Pyinbongyi to Kadok	1-8-11	6·25			
Kadok to Paungdawthi	2-10-11	4·73			
Paungdawthi to Deiku	26-5-11	5·30			
Deiku to Pyuntaza	3-8-11	6·73			
			41·32		
Mandalay section—					
Myohaung to Mandalay	3-10-99	2·45			
			2·45		
TOTAL DOUBLE LINE	...	...	...	118·94	

Details of construction—

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 41½-lb. flat-footed steel. The sleepers throughout are of Burma teak, pynkado, Thitya, Eugyin, Tasmanian, and Australian hard woods; pynkado largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, from Prome to Rangoon and Rangoon to Mandalay, and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at stations. The Lashio, Myingyan and the Sagaing-Alon branches are unfenced, except at certain stations.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section, of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Thazi-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch, of 337 feet; on the Mu Valley line, from Sagaing to Myitkyina, including the Katha branch, of 573 feet.

Gradients.—The ruling gradient on the main line from Prome to Rangoon and Rangoon to Mandalay and Myohaung to Amarapura shore is 1 in 200, except for a short length at mile 124 on the Prome branch, where it is 1 in 150; on the Mu Valley section, from Sagaing to Kanbalu, 1 in 200 uncompensated, from Kanbalu to Naba 1 in 100, and Naba to Myitkyina, 1 in 100 uncompensated, with a banking section, from Mawhan to Mohnyin, of 1 in 60 uncompensated. On the Lashio branch it is 1 in 25 compensated between Sedaw and Thondaung, and 1 in 40 compensated, between Thondaung and Lashio; on the Myingyan branch, 1 in 100 uncompensated; on the Sagaing-Alon branch 1 in 150 uncompensated; and on the Katha branch 1 in 50 uncompensated. Between Letpadan and Tharawaw and Henzada and Bassein, it is 1 in 200.

Contracts—

Dated the 9th March 1897 (called the principal contract), *between the Secretary of State and the Burma Railways Company*, as to taking over the Burma railways, the construction of other railways, and their maintenance, management and working.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 6th February 1902 (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the issue of debenture stock of £1,250,000.

Dated the 5th May 1903 (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903), *between the Secretary of State and the Burma Railways Company* as to the construction, maintenance, management and working of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

Dated the 23rd February 1907 (supplemental to the contracts of 1897, 1902 and 1903), *between the Secretary of State and the Burma Railways Company*, regarding advances of capital amounting to Rs. 85 lakhs in 1903 to 1906.

Dated the 9th June 1909 (supplemental to the contracts of 1897, 1902, 1903 and the 22nd and 23rd February 1907), *between the Secretary of State and the Burma Railways Company*, as to the conditions on which the Company was authorised to increase its share capital by £1,000,000 and other matters.

Letter from the Burma Railways Company No. 523 (General), dated the 28th March 1911, to the Under Secretary of State for India;
Letter from the India Office No. P. W. 596, dated the 18th April 1911, to the Burma Railways Company;
} as to the provision of funds to meet further capital expenditure on the Burma railways.

Main provisions of contracts—

(i) *Land.*—To be provided by Government at the cost of capital, subject, as regards land outside British territory, to the condition that it can be acquired on reasonable terms.

(ii) *Government aid.*—The Government undertake to pay interest—

(*a*) at 2½ per cent per annum on the Company's share capital of £2,000,000 raised under the contract of the 9th March 1897 (with an additional ¼ per cent per annum up to and inclusive of the 1st July 1901);

(*b*) at 3 per cent per annum on £1,250,000 raised by the Company by the issue of debenture stock under the contract of the 6th February 1902; and

(*c*) at 2½ per cent per annum on the Company's additional share capital of £1,000,000 (excluding the premium thereon which realized £20,000) raised under the contract of the 9th June 1909.

(iii) *Distribution of profits.*—The net receipts of each year are applied in payment to Government of—

(*a*) interest at 3 per cent per annum on the Company's debenture stock of £1,250,000;
(*b*) interest at 2½ per cent per annum on the Company's share capital of £3,000,000;
(*c*) interest at 2½ per cent per annum on the Government assumed capital; and
(*d*) interest on capital overdrawn by Company at 3½ per cent per annum.

The surplus profits, after allowing for interest in any year ending on a 30th June, are to be divided in the ratio of the Government and Company's capital, which, for the purpose of this division, has been stated at £5,750,000 and £3,000,000, respectively, and works out to $\frac{23}{35}$ths to the former and $\frac{12}{35}$ths to the latter.

(iv) *Rates and fares.*—Maxima and minima for the different classes and descriptions of services and terminals to be approved by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved by the Government.

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' previous notice, determine the contract as to the Company's undertaking on the 31st December 1928, or on the 31st December 1935, or on the 31st December 1941, or on the 31st December of any succeeding tenth year. On the determination of the contract from any cause, the Government is to repay to the Company in sterling at par the capital raised by the latter, and also to take over the liability of the Company in respect of the debenture stock.

As to the determination of the contract of the 22nd February 1907, as to the construction and working of new branches, see 15 (*b*), Burma railways extensions (3′ 3⅜″ gauge).

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1897 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1897.	886·50	8,73,31,890	86,76,403	38,82,673	4·45	38,31,674	1,13,696*	−62,697	188	55·25
1898.	936·13	9,24,93,509	89,97,451	37,88,523	4·10	39,49,899	1,94,988	−3,56,364	185	57·87
1899.	993·34	10,11,17,647	88,25,724	35,78,407	3·54	38,35,209	1,67,935	−4,24,737	179	59·45
1900	1,124·00	11,03,96,635	1,10,29,947	48,94,824	4·43	38,49,026	4,22,394	+6,23,414	196	55·62
1901.	1,177·70	11,99,22,408	1,18,85,329	49,59,656	4·16	40,41,108	4,38,924	+5,09,624	198	58·02
1902.	1,260·50	12,70,23,590	1,25,02,671	52,72,683	4·15	43,94,523	4,49,065	+4,28,795	203	57·83
1903.	1,336·97	13,01,31,876	1,36,14,478	52,19,322	4·01	44,06,500	4,37,976	+3,74,846	198	61·66
1904	1,340·15	13,34,32,891	1,51,02,418	65,70,760	4·92	44,71,268	6,90,759	+14,08,733	217	56·49
1905.	1,340·15	13,55,91,056	1,57,75,957	61,81,063	4·56	45,35,974	6,02,907	+10,42,182	226	60·82
1906.	1,340·15	13,97,87,363	1,57,32,205	58,61,913	4·19	46,13,489	5,28,858	+7,19,556	226	62·74
1907.	1,340·15	14,50,55,112	1,66,16,416	59,31,463	4·09	43,49,484	5,21,825	+10,60,154	238	64·30
1908.	1,340·15	15,13,95,482	1,79,07,641	71,74,075	4·74	46,94,333	7,61,052	+17,18,690	257	59·94
1909.	1,340·15	15,59,23,745	1,83,49,539	66,59,920	4·30	44,55,997	9,70,207	+12,33,716	263	63·70
1910.	1,340·15	16,04,60,604	1,85,32,674	71,60,233	4·46	49,39,611	11,39,494	+10,81,128	266	61·36
1911.	1,341·85	16,48,65,768	1,92,44,330	66,72,090	4·05	49,91,981	9,71,526	+7,08,583	276	65·32
1912.	1,341·85	17,91,08,309	2,02,44,872	81,76,037	4·81	51,29,866	14,53,577	+15,82,594	290	59·61

* From 1st September 1896 to 31st December 1897.

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Pegu-Moulmein extension—				
Pegu to Moulmein	25-9-07	121·27	121·27	
Henzada-Kyangin extension—				
Henzada to Danbi	1-7-07	13·50		
Danbi to Kyangin	14-12-08	52·16		
			65·66	
TOTAL OPEN MILEAGE	...	...	...	186·93
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Daga loop—				
Neikban to Begayet (sanctioned on 1st June 1906)	...	66·25	66·25	66·25
TOTAL MILEAGE OPEN AND SANCTIONED OR UNDER CONSTRUCTION	...	...	...	253·18

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails laid principally on pynkado and Tasmanian sleepers.

Ballast.—The ballast consists chiefly of broken stone and shingle.

Fencing.—The Pegu-Moulmein extension is fenced but not the Henzada-Kyangin extension. Level crossings are provided with either gates or chains and posts.

Curves.—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Kyangin section is 1,432 feet.

Gradients.—The ruling gradient is 1 in 300, uncompensated, on the Pegu-Moulmein extension and 1 in 200, uncompensated, on the Henzada-Kyangin extension;

Contract—

Dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903, noted under 15 (*a*), Burma railways proper), *between the Secretary of State and the Burma Railways Company*, as to the construction, maintenance, management and working as State railways of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

15 (*b*) Burma railways extensions (3′ 3½″ gauge)—*concld.*

Main provisions of contract —

(i) *Land.*—As under 15(*a*), Burma railways (3′ 3½″ gauge).

(ii) *Government aid.*—All moneys required for the purposes of the extensions shall be supplied by the Secretary of State according to such arrangements as shall from time to time be made between the Secretary of State and the Company.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Separate half-yearly accounts are kept for (*a*) the whole of the Company's system and (*b*) for each of the extensions, except in regard to the Revenue Abstracts B to G inclusive and sub-head I of Abstract A which are for the system as a whole. The total working expenses of the whole system, including the first bonus of 50 per cent payable on deposits in the Railway Provident Fund, are divided between each of the extensions and the rest of the Company's system in the ratio of their respective gross earnings, and the share of expenses so attributed, together with the maintenance expenditure relating exclusively thereto under sub-heads II to VII of Abstract A, are deemed to be the actual working expenses of each. After deducting from the gross earnings the working expenses so arrived at, the balance forms the net earnings. From the net earnings are deducted such sums as may under the rules be payable to the Company's Provident Institution as a second bonus, and the remainder constitutes the "net revenue receipts."

The net revenue receipts for each complete year running from the 1st July to the 30th June are applied in payment of interest at 3½ per cent per annum on the total capital outlay on each extension (including the value of land), and the mileage share of interest on the main line stores and stores suspense balances; and the residue, if any, is divided between the Government and the Company in the proportion of ¾ths to the former and ¼th to the latter.

(v) *Rates and fares.*—As under 15(*a*), Burma railways (3′ 3½″ gauge).

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As under 15(*a*), Burma railways (3′ 3½″ gauge).

(vii) *Power of the Government to determine contract.*— }
(viii) *Power of the Company to surrender contract.*— } The contract may be determined on twelve months' notice given by either party to the other on the 30th June next following the expiration of the period of five years from the date of opening of the last section of the extensions, or on the 30th June of any subsequent fifth year. If the principal contract [noted under 15(*a*), Burma railways (3′ 3½″ gauge)] shall at any time be determined by virtue of its provisions, then this contract shall also thereupon cease and determine. On the failure by the Company effectually to remedy any breach of this contract or of its stipulations or provisions within six months after due notice shall have been given by the Secretary of State in England, he may, on the expiration of six months or later, determine the contract by giving to the Company in England notice in writing of such determination.

Upon the determination of the contract the Company shall give possession to the Government of the new lines, all property belonging thereto and all moneys then payable, after which the Government shall indemnify the Company against all debts and liabilities as may have been incurred with the sanction of Government and be then subsisting on account of the new lines.

(ix) *Term of contract* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1907 .	134·77	1,64,71,233	1,68,518	70,441	0·43	2,10,263	...	—1,39,822	82	58·20
1908 .	136·93	1,99,85,700	2,01,009	4,55,558	2·23	6,96,054	...	—2,40,496	93	49·44
1909 .	136·93	2,11,46,631	11,19,902	4,27,510	2·02	6,97,884	...	—2,70,374	115	61·83
1910 .	136·93	2,13,87,484	12,92,969	4,75,061	2·22	7,10,276	...	—2,35,215	133	63·26
1911 .	136·93	2,15,45.179	14,26,979	5,23,234	2·43	7,28,480	...	—2,05,246	147	63·33
1912 .	136·93	2,19,58,911	16,49,154	6,95,299	3·17	7,42,258	9,835	—56,794	170	57·84

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$ **BURMA RAILWAY SYSTEM**—*concld.*

15 (*c*) **Southern Shan States railway** (3′ $3\frac{3}{8}$″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Thazi to Kywedatson	15-6-12	16·05	16·05	
Under construction or sanctioned for construction—				
Kywedatson to Yawnghwe (sanctioned on 23rd July 1909) . . .	...	88·99	88·99	
				105·04

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 50-lb. flat-footed steel rails laid on pynkado, Thitya, Eugyin and steel transverse peapod sleepers.

Ballast.—The ballast consists of stone and shingle.

Fencing.—Except at stations, the line is unfenced.

Curves.—The radius of the sharpest curve on the open section is 1,146 feet.

Gradients.—The ruling gradient on the open portion is 1 in 100.

Contract—

Main provisions of contract—The construction of the line is being carried out for the State by the Burma Railways Company who are also working the open section pending the settlement of the question of permanent working of the whole line.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912 . . .	16·05	83,94,878	11,090	7,927	0·09	25	28·52

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) and (b)}}$. **DIBRU-SADIYA RAILWAY SYSTEM—**

Chairman.—The Lord Ribblesdale.
Secretary.—S. Maclean Jack, Esq.
Offices.—Blomfield House, 85, London Wall, London, E.C.

Lines comprised in the system.—The Dibru-Sadiya railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)	86·02	7·00	93·02
(*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)	5·50	...	5·50
Total	91·52	7·00	98·52

16 (*a*) **Dibru-Sadiya railway (3′ 3⅜″ gauge)—**

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh Bazar, eastward as far as the Dinjan stream	15-8-82	15·00		
Dinjan stream to Makum Junction	16-7-83	23·50		
Makum Junction to Dihing bridge	2-5-84	23·00		
			61·50	
Saikhoa Ghat branch—				
Makum Junction to Dum-Duma	2-5-84	10·00		
Dum-Duma to Talap	5-2-85	6·00		
Talap to Saikhoa Ghat	1-5-10	8·52		
			24·52	
				86·02
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Tinsukia to Rangagora (sanctioned on 6th November 1912)	...	7·00	7·00	7·00
				93·02

Details of construction—

Permanent-way.—The main line is laid for 6½ miles with 60-lb. and for the remainder of its length with 50-lb. flat-footed steel rails on sâl and uriam sleepers and cast iron plates of the Denham-Olpherts' type. The Dum-Duma-Talap section of the Saikhoa Ghat branch is laid for 5 miles with 50-lb. section rails and the remainder with 41½-lb. flat-footed steel rails on uriam sleepers and the Talap-Saikhoa Ghat section is laid for 3½ miles with 50-lb. rails and for the remainder with 41½-lb. rails, all on uriam sleepers.

Ballast.—The line is partially ballasted with broken stone.

Fencing.—The line is unfenced, with the exception of a short length at Dibrugarh.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient is 1 in 150 on the main line and 1 in 100 on the Saikhoa Ghat branch.

Contracts—

Dated the 26th May 1880, *between the Secretary of State and the Assam Railway Company,* subsequently called the Assam Railways and Trading Company, as to the construction, maintenance, management and working of the Dibru-Sadiya railway with branches, as modified by—

Letter, *from the India Office to the Company's London Board,* No. 2193, dated the 13th December 1898, and

Letter, *from the India Office to the Company's London Board,* No. 2731, dated the 23rd December 1901.

Dated the 25th July 1881, *between the Secretary of State and the Assam Railways and Trading Company,* modifying the contract of 1880 and providing that the Company shall have the preferential option for the construction and working of any other line(s), in the Luckimpore District—an option which has since been surrendered in consideration of an undertaking by the Secretary of State that the Government right of purchase shall not be exercised until after 1910, *vide* letter from the India Office to the Company's London Board, No. 2193, dated the 13th December 1898.

Letter No. $\frac{923}{1758}$ P.W., dated the 31st March 1905, *from the Honourable the Chief Commissioner of Assam to the Government of India in the Department of Commerce and Industry;*
Telegram No. R. P. 5, dated the 11th May 1905, *from the Railway Board to the Honourable the Chief Commissioner of Assam;*
} as to the construction of the extension from Talap to Saikhoa Ghat.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Annual subsidy for 20 years from date of opening, not exceeding Rs. 80,000 in any one year, or such smaller sum as, added to net earnings, will make up 5 per cent on paid-up capital (exclusive of cost of Makum Branch).

Annual subsidy on Makum Branch for 20 years from date of opening, not exceeding Rs. 20,000 in any one year, or such smaller sum as, added to the net earnings of the branch, will make up 5 per cent on the capital cost.

Annual subsidy on the Talap-Saikhoa Ghat extension for 10 years from date of opening at the rate of Rs. 600 per mile.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) and (b)}}$. **DIBRU-SADIYA RAILWAY SYSTEM—*contd.***

16 (*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The subsidies are subject to deduction if the Company fail to keep the line in good order and properly equipped, and to work it.

(*Note.*—The period of subsidy, for the whole line, terminated as from the 30th June 1903, *vide* letter from the Chief Commissioner of Assam in the Public Works Department, to the Examiner of Public Works Accounts, Assam, No. 1739-P. W./2898, dated the 11th June 1894.)

(iii) *Distribution of profits.*—All the profits go to the Company.

(iv) *Rates and fares.*—To be approved by the Government. If, after five years from the date of opening of the main line, the net profits of the Company exceed 12 per cent of their paid-up capital, the Government may require the Company to make such reduction in their rates and fares as shall not lead to a diminution of the net profits below 12 per cent.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed at rates to be agreed upon from time to time, not exceeding those now paid in the district concerned.

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vi) *Power of the Government to determine contract.*—If the Company fail, for a period extending over six months, to observe its obligations, the Government may determine the contract and call upon the Company to restore the land, &c., made over to it.

Under the contract the Government has the option of purchasing the railway, and its rolling-stock and other equipments and property of the Company, at intervals of five years commencing with the expiration of the first five years from the date of opening, on giving one year's notice and paying 20 per cent in excess of the value of the property as a dividend-paying investment.

Note.—It has been agreed, however, that the right of purchase shall not be exercised before 1921, and that the subsequent opportunities of purchase shall recur at intervals of ten years instead of five—*vide* India Office letter to the Company's London Board, No. 2731, dated the 23rd December 1901.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from local Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	77·50	82,32,314	9,16,778	4,57,974	5·56	...	4,57,974	5·56	227	50·05
1904	77·50	87,01,368	9,48,473	4,21,317	4·84	...	4,21,317	4·84	235	55·58
1905	77·50	87,31,147	9,54,293	4,32,053	4·95	...	4,32,053	4·95	237	54·73
1906	77·50	88,18,873	10,08,281	4,08,634	4·63	...	4,08,634	4·63	250	59·47
1907	77·50	89,99,076	10,39,442	3,90,987	4·34	...	3,90,987	4·34	258	62·39
1908	77·50	93,24,333	10,24,770	4,47,121	4·80	...	4,47,121	4·80	254	56·37
1909	77·50	95,64,604	11,09,679	4,84,171	5·06	...	4,84,171	5·06	275	56·37
1910	86·02	97,16,646	11,20,604	4,46,417	4·59	...	4,46,417	4·59	278	60·16
1911	86·02	1,03,06,044	11,88,873	4,30,708	4·18	5,112	4,35,820	4·23	266	63·77
1912	86·02	1,06,29,497	13,08,470	5,61,887	5·29	5,112	5,66,999	5·33	293	57·06

16 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—

The line was used originally only for the purposes of bringing coal from the mines on the south bank of the Dihing river to the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dihing bridge to Ledo	17-2-84	5·50	5·50

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads } (a) \text{ and } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM**—*concld.*

16 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.
Ballast.—The line is ballasted with broken stone.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 800 feet radius.
Gradients.—The ruling gradient is 1 in 100.

Contract—

Dated the 30th July 1881, *between the Secretary of State and the Assam Railways and Trading Company,* as to rights for coal and iron mining in the Makum coal-fields and the construction of a railway or tramway to the Makum coal-fields or other coal-pits so as to effect a junction with the railways which may be constructed to the bank of the Dihing river, as supplemented by the letter, *from the Government of India* in the Public Works Department, No. 623-R.T., dated the 6th August 1896, as to the carriage of goods over the Company's Colliery line and for the through booking of the same with stations on the Dibru-Sadiya railway.

Main provisions of contract—

(i) *Land.*—Leased to the Company at a fixed half-yearly rental, or in lieu of such rent a certain royalty on the out-put of coal and iron ore.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*— } The colliery railway to be charged with 5 per cent of its gross
(iv) *Distribution of profits.*— } earnings for the use of rolling-stock. All charges for working the open line system are divided between the Dibru-Sadiya railway and the Colliery Branch in proportion to their respective gross earnings.

(v) *Rates and fares.*—Certain station to station goods rates have been approved in the Government of India letter noted above.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } Not specified.
(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vii) *Power of the Government to determine contract.*—The coal concession, within an area of 30 square miles, is for a term of 20 years from 30th July 1881, and within an area of at least 4 square miles for a further term of 30 years thereafter if the Company fulfil their obligations.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

Statistics of working (Those for the periods prior to 1903 will be found in **Appendix 38 to the Report for 1907**).—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	11·00	16,62,082	59,077	−8,208	...	103	113·89
1904	8·50	16,62,082	66,108	13,158	0·79	127	76·55
1905	8·50	16,78,156	59,439	27,210	1·62	134	54·22
1906	8·50	16,83,031	65,115	25,052	1·49	147	61·53
1907	8·50	16,94,069	60,036	22,762	1·34	136	62·09
1908	8·50	16,94,069	69,175	20,486	1·20	156	55·93
1909	5·50	16,94,069	79,905	34,891	2·06	219	56·33
1910	5·50	16,94,069	80,288	32,441	1·91	281	59·61
1911	5·50	16,94,069	83,118	30,429	1·80	291	63·39
1912	5·50	16,94,069	96,954	41,957	2·48	339	56·72

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads } (a) \text{ and } (b)}$. **GONDAL-PORBANDAR RAILWAY SYSTEM—**

Lines comprised in the system.—The Gondal-Porbandar railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Gondal-Porbandar railway (3′ 3⅜″ gauge)	148·01	...	148·01
(*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)	46·21	...	46·21
(*c*) Khijadia-Chalala (3′ 3⅜″ gauge)	...	25·39	25·39
Total	194·22	25·39	219·61

17 (*a*) Gondal-Porbandar railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Dhasa to Dhoraji	19-1-81	73·69			
Dhoraji to Porbandar	17-12-89	69·07			
Porbandar to Porbandar Bandar	15-3-90	*1·55	144·31		*Is worked for goods traffic only.
Quarry branch—					
Ranawao to quarry	17-12-89	*3·70	3·70		
				148·01	

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar, jodka, teak and steel pea-pod sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on Ranawao quarry line where it is 1 in 150.

Agreement—

This line was constructed by Government agency for the Native States of Gondal and Porbandar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway by the Coalition of the Gondal and Porbandar States.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	148·01	66,86,311	9,14,279	4,84,615	7·25	119	46·99
1912	148·01	68,02,518	8,94,139	4,46,293	6·56	116	50·09

17 (*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jetalsar to Rajkot Junction	12-4-93	46·21	46·21

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, except for five miles, where the rails are laid on steel trough sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except between Rajkot Para and Rajkot Junction.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 200.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) and (b)}}$. **GONDAL-PORBANDAR RAILWAY SYSTEM—*concld.***

17 (*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—*concld.*

Agreement—

This line was constructed and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Administration of the Gondal-Porbandar railway under the terms previously subsisting with the late Bhavnagar-Gondal-Junagad-Porbandar railway system, subject to such alterations as may subsequently be agreed to and embodied in an agreement *between the Proprietors of the Gondal-Porbandar railway and the Syndicate of the Jetalsar-Rajkot railway*, as to the maintenance, management and working of the Jetalsar-Rajkot railway.

Main provisions of agreement.—

(i) *Land.*—Provided, at the cost of capital, by the Native States through whose territories the line passes.

(ii) *Government aid.*—Nil. The line is the property of the States of Junagad, Gondal, Rajkot and Jetpur, who supply funds for any necessary additions thereto chargeable to the capital account. It is maintained and worked by the agency of the Gondal-Porbandar railway, who provide the rolling-stock and other appliances, etc., necessary thereunto.

(iii) *Terms of working.—*
(iv) *Distribution of profits.—* 40* per cent of gross earnings (subject to a biennial revision) are retained by the working agency, *plus* actual expenditure on maintenance of way and works and stations, police and magisterial charges, and 5 per cent of gross earnings for hire of rolling-stock supplied by the working agency.

* 35 per cent in those half-years in which the gross earnings per mile per week exceed Rs. 50.

(v) *Rates and fares.—*
(vi) *Special obligations as to the conveyance of.—*
(*a*) Troops, police, high Government officials and stores.—
(*b*) Bullion and coin.— } The same as those in force on Gondal-Porbandar railway.

(vii) *Power of the Government to determine agreement.—*
(viii) *Power of the Proprietors to determine agreement.—* } Not specified.

(ix) *Term of agreement.*—7 years from the 27th July 1911.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	46·21	15,78,658	1,66,400	63,230	4·01	69	62·00
1904	46·21	15,78,655	1,88,439	69,248	4·39	78	63·25
1905	46·21	15,80,207	1,91,155	74,882	4·74	80	60·83
1906	46·21	15,82,472	1,83,261	65,653	4·15	76	64·18
1907	46·21	15,99,904	2,38,823	1,07,094	6·69	99	55·15
1908	46·21	16,00,937	2,49,947	1,11,179	6·94	104	55·52
1909	46·21	16,02,140	2,44,104	1,01,803	6·35	102	58·29
1910	46·21	16,13,883	2,74,868	1,24,701	7·72	114	54·63
1911	46·21	16,13,638	2,92,000	1,29,680	8·04	122	55·59
1912	46·21	16,14,853	3,51,069	1,82,072	11·28	146	48·14

17 (*c*) Khijadia-Chalala railway (3′ 3⅜″ gauge)—

The construction of this line by the Baroda Durbar was sanctioned by the Government of India in the Foreign Department letter No. 4261-I. B., dated the 5th December 1908.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Khijadia to Chalala (sanctioned on 5th December 1908)	...	25·39	25·39

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 18 / Sub-head (a). **JAMNAGAR RAILWAY** (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Rajkot Junction to Jamnagar	8-4-97	50·29	54·22	* Is worked for goods traffic only.
Jamnagar to Bedi Bandar	8-4-97	*3·93		

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

This line was constructed for the Navanagar State and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways, which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	54·22	23,58,338	1,39,756	60,122	2·55	50	56·98
1904	54·22	23,27,231	1,41,030	56,721	2·44	50	59·78
1905	54·22	23,27,105	1,48,341	62,008	2·66	53	58·20
1906	54·22	23,26,826	1,51,335	60,076	2·58	54	50·30
1907	54·22	23,26,953	2,14,652	1,02,735	4·42	76	52·12
1908	54·22	23,26,945	2,36,715	1,24,911	5·37	84	47·25
1909	54·22	23,24,854	2,37,240	1,15,995	4·99	84	51·11
1910	54·22	23,32,069	2,44,143	1,20,318	5·16	87	50·72
1911	54·22	23,27,124	2,45,850	1,17,260	5·04	87	52·30
1912	54·22	23,25,655	2,38,486	98,643	4·22	85	58·64

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads } (a) \text{ to } (e)}$. **JODHPUR-BIKANER RAILWAY SYSTEM.**

Lines comprised in the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge).	525·00	79·09	604·09
(*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)	470·37	...	470·37
(*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)	123·98	...	123·98
(*d*) Mirpur Khas-Jhudo (3′ 3⅜″ gauge)	50·43	...	50·43
(*e*) Mirpur Khas-Khadro (3′ 3⅜″ gauge)	49·50	...	49·50
Total .	1,219·28	79·09	1,298·37

19 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Kuchaman Road to Merta Road	13-3-93	73·00		
Merta Road to Jodhpur	8-4-91	64·00		
Jodhpur to Luni Junction	9-3-85	20·00		
Luni Junction to Balotra	23-3-87	50·00		
Balotra to Barmer	15 5-99	60·00		
Barmer to the Jodhpur Frontier	23-12-00	74·44		
			341·44	
Branches and extensions—				
Pachpadra branch—				
Balotra to Pachpadra	23-3-87	10·00		
			10·00	
Marwar Railway Junction extension—				
Luni Junction to Marwar Pali	17-6-84	25·00		
Marwar Pali to Marwar Railway Junction . .	24-6-82	19·00		
			44·00	
Merta City branch—				
Merta Road to Merta City	17-1-05	8·95		
			8·95	
Bhagu extension—				
Merta Road to Nagaur	16-10-91	35·00		
Nagaur to Bhagu	9-12-91	24·50		
			59·50	
Marwar Frontier extension—				
Degana to Marwar Frontier	16-9-09	61·11		
			61·11	
Total open mileage . . .	...	...	...	535·00
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Jodhpur to Phalodi (sanctioned on 21st August 1912).	...	79·09	79·09	79·09
Total mileage open and sanctioned or under construction.	...	...	...	604·09

Details of construction—

Permanent-way.—About 10 miles of line are laid with 36-lb. flat-footed iron rails, 203 miles with 36-lb., 18 miles with 41¼-lb. and 292 miles with 50-lb. flat-footed steel rails. The sleepers are steel trough, deodar, pine and sâl.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Agreements—

Dated the 13th July 1889 } *between the Government of India and the Jodhpur and Bikaner Durbars,*
Dated the 30th July 1889 } *respectively,* as to the construction (at the cost of the two Durbars for the portions in their respective territories), management, maintenance and working of the Jodhpur-Bikaner railway.

Dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories), of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner railway, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads } (a) \text{ to } (e)}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

19 (*a*) **Jodhpur-Bikaner (Jodhpur section)** (3′ 3⅜″ gauge)—*concld.*

Agreements—*contd.*

Letter *from the Railway Board to the Agent to the Governor General for Rajputana*, No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana*, No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Main provisions of agreements—

(i) *Land.*—Provided free of cost—that in Jodhpur territory by the Jodhpur Durbar, that in Bikaner territory by the Bikaner Durbar.

(ii) *Government aid.*—Nil. The Jodhpur-Bikaner railway is the exclusive property of the two Native States—the portion in Jodhpur territory belonging to the Jodhpur Durbar, that in Bikaner territory to the Bikaner Durbar—each of which provides the funds requisite for its own line.

(iii) *Distribution of profits.*—Each of the two Durbars receives all the profits derived from the working of the portion of the line situate in its territories.

(iv) *Rates and fares.*—
(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, police, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} Not specified; but certain rates and fares were approved by executive order of the Durbars.

(vi) *Power of the Government to determine agreements.*—
(vii) *Power of the Durbars to determine agreements.*—
(viii) *Term of agreements.*—
} Not specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	454·94	1,19,31,439	16,34,708	8,91,196	7·47	69	45·48
1904	454·94	1,21,90,804	16,87,624	9,58,365	7·86	71	43·21
1905	463·89	1,22,63,774	19,16,254	11,01,294	8·98	79	42·53
1906	463·89	1,22,77,015	20,91,868	12,23,531	9·97	87	41·50
1907	463·89	1,27,43,482	21,40,652	11,64,748	9·14	89	45·59
1908	463·89	1,32,85,467	19,28,235	8,65,023	6·06	80	55·14
1909	525·00	1,43,06,908	21,10,217	10,19,529	7·13	77	51·69
1910	525·00	1,44,92,736	26,90,468	15,49,703	10·69	99	42·40
1911	525·00	1,47,54,392	35,12,004	20,39,445	13·82	129	41·93
1912	525·00	1,62,57,742	38,58,597	21,32,276	13·12	141	44·74

19 (*b*) **Jodhpur-Bikaner (Bikaner section)** (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Bhagu to Bikaner	9-12-91	47·60		
Bikaner to Dulmera	2-6-98	42·00		
Dulmera to Lunkransar	}			
Lunkransar to Suratgarh	1-1-01	{ 8·32		
Suratgarh to Bhatinda	9-9-02	} 63·53		
		88·00		
Hissar Extension—			249·45	
Marwar Frontier to Sujangarh	16-9-09	1·42		
Sujangarh to Ratangarh	2-2-10	28·56		
Ratangarh to Churu	22-5-10	26·61		
Churu to Hissar	8-7-11	79·36		
			185·95	
Bikaner-Ratangarh Chord—				
Bikaner to Ratangarh	24-11-12	84·97		
			84·97	
				470·37

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (e)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

19 (*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails of 50 lbs. per yard for about 232 miles, 41¼ lbs. per yard for about 5 miles, and 36 lbs. per yard for 233 miles laid on steel trough, deodar, sâl and maiyang sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Agreements—

As noted under 18 (*a*), Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	245·35	51,30,925	5,25,329	2,66,197	5·19	41	49·33
1904	245·35	50,93,549	7,[illegible],902	4,05,678	7·96	57	43·96
1905	245·35	51,72,406	8,83,432	5,62,383	10·87	69	36·34
1906	245·35	52,70,205	10,92,839	4,74,514	9·00	86	56·58
1907	245·35	55,15,481	8,82,808	3,38,872	6·13	69	61·66
1908	245·35	75,07,922	7,74,735	3,49,859	4·66	61	54·84
1909	251·35	75,36,367	7,82,156	3,16,841	4·20	60	59·49
1910	306·04	82,04,896	10,61,570	6,07,372	7·40	67	42·79
1911	365·40	97,83,232	14,03,926	8,18,468	8·37	70	41·70
1912	470·37	1,06,05,234	16,53,941	8,38,360	8·09	68	48·07

19 (*c*) Jodhpur-Hyderabad (British section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	REMARKS.
1	2	3	4	5
Hyderabad to Shadipalli	18-8-92	55·49	123·98	The line from Hyderabad to Shadipalli was originally on the 5′ 6″ gauge, but was converted to, and opened on, the 3′ 3⅜″ gauge on the 20th October 1901.
Shadipalli to the Jodhpur Frontier	22-12-00	68·49		

Details of construction—

Permanent-way.—The section is laid with 50-lb. flat-footed steel rails on deodar, pine and maiyang sleepers.

Ballast.—The ballast is of kunkur, stone and broken brick.

Fencing.—With the exception of a few stations and about 18 miles between Shadipalli and Bhoro Naro the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (e)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

19 (*c*) **Jodhpur-Hyderabad** (British section) (3′ 3⅜″ gauge)—*contd.*

Agreement and contracts—

Agreement, dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories), of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other, agency), of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Main provisions of agreement and contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the property of the Government, who provide all expenditure for capital, and it is managed, maintained, stocked and worked by the Administration of the Jodhpur-Bikaner railway as part of that system.

(iii) *Terms of working.*—The working expenses of the amalgamated undertaking, excluding the cost of maintenance (but including rent of joint works and interest at 4½ per cent on funds provided for the purchase of stores required for the maintenance and working of the combined undertaking) are divided, in the ratio of the gross earnings of each, between the British and Native State sections. Maintenance charges are the actual expenditure on each section for *direct* charges; and for *joint* charges such as the salary, allowances and other expenses of the Chief Engineer, the proportion due in the ratio of the gross earnings. In addition to the working expenses mentioned above, the Government pay to the Jodhpur and Bikaner Durbars in each half-year for the provision of rolling-stock a sum equal to 5 per cent of the share of the cost of the whole of the joint stock of the system which is attributable to the Jodhpur-Hyderabad railway—the book value of the stock being divided between the several sections of the system in proportion to the gross earnings of each for the period, for the purpose of determining the amount on which the percentage shall be made. The charge for the stock which cannot be considered as joint (*i.e.*, the stock which does not ply on each section nor is profit earning) shall be 5 per cent on the cost divided between the sections using it in proportion to the mileage on which it runs on each section.

(iv) *Distribution of profits.*—After payment of the working expenses indicated under (iii), the balance of the gross earnings, if any, is paid to the British Government.

(v) *Rates and fares.*—The schedules of maxima and minima rates and fares, and the classification of goods, in force on the North Western railway are to apply. (As a temporary arrangement, until in the opinion of the Government it is considered desirable to enforce the provisions of the agreement, the classification of goods at that time in force on the Bombay, Baroda and Central India railway, and which was the same as that at the time obtaining on the Jodhpur-Bikaner railway, applies.)

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed on the same conditions and at the same rates as may be in force from time to time on other railways of the same gauge belonging to the Government of India.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbars to surrender agreement.*—
(ix) *Term of agreement.*—

} The agreement is terminable, only on the 1st January or the 1st July in any year, on 12 months' notice given by either party to the other.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (e)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

19 (c) Jodhpur-Hyderabad (British section) (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1902 . .	123·93	40,45,972	5,04,007	2,18,814	5·41	1,59,771	+59,043	78	56·59
1903 . .	123·93	40,45,338	5,84,094	2,62,379	6·49	1,60,179	+1,02,200	91	55·08
1904 . .	123·93	39,58,081	6,48,728	3,45,007	8·72	1,54,846	+1,90,161	101	46·82
1905 . .	123·98	39,67,948	7,23,989	3,69,002	9·30	1,58,622	+2,10,380	112	49·03
1906 . .	123·98	40,70,635	8,91,456	5,11,938	12·58	1,57,778	+3,54,160	138	42·57
1907 . .	123·98	40,23,073	8,05,016	3,57,918	8·90	1,21,968	+2,35,950	125	55·54
1908 . .	123·98	42,81,148	7,59,479	3,34,028	7·80	1,49,807	+1,84,221	118	56·02
1909 . .	123·98	42,94,089	8,19,444	2,69,834	6·28	1,41,409	+1,28,217	127	67·10
1910 . .	123·98	42,32,763	9,00,091	3,80,517	8·99	1,42,724	+2,37,793	140	57·72
1911 . .	123·98	42,01,757	12,02,852	6,94,934	16·54	1,42,970	+5,51,964	187	42·23
1912 . .	123·98	42,19,491	13,53,683	6,84,232	16·22	1,46,742	+5,37,490	210	49·45

19 (d) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jamrao Junction to Jhudo	18-4-09	50·43	50·43

Details of construction—

Permanent-way.—The permanent-way consists of about 33 miles of 36-lb. and about 17 miles of 41½-lb. flat-footed steel rails laid on deodar sleepers of good quality.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,206 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Agreement and contracts—

Agreement, dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories) of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 18th July 1911, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other, agency), of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Main provisions of agreement and contracts.—

(i) *Land.*—Provided by the Government free of cost to the Company, except that the bank constructed by the Jamrao Canal Department, parallel to and alongside the Jamrao Canal, upon which the railway runs for a distance of about 16 miles, remains the property of the Canal Department, subject to the right of the Company to have the said railway running thereon and other provisions relating to the canal and bridges thereover, etc.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads } (a) \text{ to } (e)}$ **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

19 (*d*) Mirpur Khas-Jhudo railway (3′ 3½″ gauge)—*concld.*

Main provisions of agreement and contracts—*concld.*

(ii) *Government aid.*—The railway is the property of the Sind Light Railways, Limited, at whose cost it was constructed by the Administration of the Jodhpur-Bikaner railway, who manage, maintain, stock and work it, under agreement with the Government, in conjunction with and as part of the British section of the Jodhpur-Hyderabad railway.

(iii) *Terms of working.*— } As between the Government and the Sind Light Railways, Limited,
(iv) *Distribution of profits.*— } the Government undertake the management, maintenance, provision of rolling-stock and working, through State, or other, agency (that at present employed being the Administration of the Jodhpur-Bikaner railway), for 40 per cent of the gross earnings of the Mirpur Khas-Jhudo railway; the remainder, being the net earnings of the branch, is paid by the working agency to the Company.

As between the Government and the Administration of the Jodhpur-Bikaner railway, the Company's line as managed, maintained, stocked and worked by the Jodhpur-Bikaner Railway Administration in conjunction with, and as if it had originally been a part of, the British section of the Jodhpur-Hyderabad railway, and were subject to the provisions of the agreement of the 22nd December 1900 so far as they are not inconsistent with the contract of 1911 between the Government and the Company; *provided that the difference* (if any) between the following sums, *viz.*:—

(*a*) the proportion (*viz.*, 60 per cent) of the gross earnings of the Mirpur Khas-Jhudo railway in each half-year payable, under the combined effect of the two agreements of 1911, by the working agency to the Company, and

(*b*) the sum which would have been payable to the Government as the excess of the gross earnings, over working expenses, of the Mirpur Khas-Jhudo railway in terms of the agreement of the 22nd December 1900, if that railway had been originally subject thereto as part of the British section of the Jodhpur-Hyderabad railway and if the gross earnings thereof, ascertained by separate accounts, had been treated as separate from those of the other portion of the Jodhpur-Hyderabad railway so as to bear its own share of working expenses under that agreement in the same half-year,

is adjusted by payment of such difference by the Government to the Jodhpur-Bikaner Railway Administration or *vice versâ*, as the case may be, according as the sum payable by the Railway Administration to the Company is greater or less than that which would have been payable by the Railway Administration to the Government as stated under (*b*) above.

(v) *Rates and fares.*— }
(vi) *Special obligations as to the conveyance of.*— }
(*a*) Mails, troops, police, high Government officials and Government stores.— } As noted under 19 (*e*), Jodhpur-Hyderabad railway (British section) (3′ 3½″ gauge).
(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vii) *Power of the Government to determine contract.*—Government may determine the contract by "Notice of purchase" either on the 31st December 1928, or on the 31st December in the last year in any subsequent period of ten years, on giving twelve months' notice.

On the termination of the contract Government takes possession of the railway and all its appurtenances on the payment to the Company of a sum equal to 25 times the amount of the average net earnings of the railway during the three years immediately preceding the date of that event provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Until determined under (vii).

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1909	50·43	7,37,231	43,535	26,121	3·54	25	40·00
1910	50·43	7,20,900	98,463	59,078	8·20	38	40·00
1911	50·43	7,20,329	96,228	57,737	8·02	37	40·00
1912	50·43	7,22,627	1,16,679	70,002	9·69	44	40·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (e)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*concld.*

19(*e*) Mirpur Khas-Khadro railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mirpur Khas to Khadro	1-1-12	49·50	49·50

Details of construction—

Permanent-way.—The line is laid with 60-lb. iron rails for 9 miles and 36-lb. flat-footed steel rails for 40½ miles. The sleepers used are deodar throughout.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement and contract—

Main provisions of agreement and contract—

The line has been constructed and is being maintained and worked by the agency of the Jodhpur-Bikaner railway for the Sind Light Railways, Limited, under the provisions of an agreement which is under consideration.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912 . .	49·50	8,24,749	60,432	36,259	4·40	23	40·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-head (a)}}$ **JUNAGAD RAILWAY** (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Jetalsar to Junagad	1-9-88	16·00			
Junagad to Veraval Docks	1-2-89	51·30			
			67·30		
Branches—					
Kutiyana branch—					
Shapur to Manavadar	15-2-10	15·86			
Manavadar to Bantva	25-12-10	3·45			
			19·31		
Bilkha branch—					
Junagad to Bilkha	20-5-12	13·64			
			13·64		
Dungarpur quarry line	10-12-12	0·25			
			0·25		
				100·50	
Under Construction or sanctioned for construction—					
Bilkha to Visavadar (sanctioned on the 11th November 1911.)	...	12·92			
			12·92		
				12·92	
				113·42	

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jedka teak sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 150, except on the approach to Sorath Vanthli station on the Kutiyana branch where it is 1 in 100.

Agreement—

This line was constructed by Government agency for the Native State of Junagad (after which it is named). It was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working, as one undertaking, the railways which prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	88·96	48,05,266	4,45,926	2,06,461	4·30	·96	53·70
1912	100·50	55,92,589	5,33,085	2,65,510	4·75	102	50·19

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 21}{\text{Sub-head } (a)}$. **MORVI RAILWAY** (3′ 3⅜″ and 2′ 6″ gauges)—

The whole line was originally on the 2′ 6″ gauge. In 1905 the length between Wadhwan and Rajkot was converted to the 3′ 3⅜″ gauge—from Wadhwan to Than Road, 31·34 miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi was retained on the 2′ 6″ gauge.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
3′ 3⅜″ gauge—				
Wadhwan to Rajkot Junction	4-3-05	73·94	73·94	
2′ 6″ gauge—				
Vankaner to Morvi	24-3-87	15·70		
Quarry branch	23-12-05	3·19	18·89	92·83

Details of construction—

Permanent-way.—The permanent-way on the 3′ 3⅜″ gauge section consists of 41¼-lb. flat-footed steel rails on half round teak sleepers; and that on the 2′ 6″ gauge section of 29-lb. flat-footed steel rails on steel trough and creosoted pine sleepers.

Ballast.—The line is ballasted with moorum (disintegrated trap).

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3′ 3⅜″ gauge is of 950 feet radius; and that on the 2′ 6″ gauge is of 500 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is about 1 in 200 with a 1 in 150 banking section.

Contract—

Nil.—The line was constructed by His Highness the Thakore Sahib of Morvi, at his own expense, and is maintained and worked by him.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907).—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (9).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903 . . .	94·36	27,88,452	2,98,066	1,44,767	5·19	61	51·43
1904 . . .	94·36	34,06,196	3,54,636	1,88,909	5·55	73	46·73
1905 . . .	89·64	43,90,817	3,23,640	1,74,476	3·97	69	46·09
1906 . . .	94·64	44,90,459	3,07,560	1,59,534	3·55	62	48·11
1907 . . .	94·64	45,73,551	4,11,791	2,55,762	5·59	84	37·89
1908 . . .	92·33	46,42,725	5,08,262	3,32,464	6·03	105	44·43
1909 . . .	92·33	47,95,497	4,71,330	3,12,900	4·44	98	54·33
1910 . . .	92·33	49,91,020	5,29,105	2,96,286	5·94	109	44·00
1911 . . .	92·33	49,91,298	6,36,082	4,29,520	8·47	132	33·57
1912 . . .	92·33	51,21,785	7,24,917	4,54,377	8·87	150	37·32

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—**

Chairman.—Colonel T. Gracey, C.S.I.
Managing Director.—Alexander Izat, Esq., C.I.E.
Offices.—237, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge) . . .	256·32	2·56	258·88
(*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)	296·32	15·89	312·21
(*c*) Powayan Light railway (2′ 6″ gauge)	39·50	...	39·50
Total .	592·14	18·45	610·59

Running powers—

Home line over foreign line:—
Over Ramganga bridge, between Bareilly and Basharatganj, Oudh and Rohilkhand railway. } for passenger and goods trains. 0·52
Over Ramganga bridge, between Dalpatpur and Moradabad, Oudh and Rohilkhand railway. } 0·40
0·92

Foreign line over home line:—
Bengal and North-Western railway, Daliganj to Aishbagh, for passenger and goods trains . . . 3·40

22 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Bhojeepura to Kathgodam	12-10-84	53·92			
Extensions—			53·92		
Kasganj extension—					
Bareilly to Soron	29-1-06	54·95			
Soron to Kasganj	4-1-85	9·00			
			63·95		
Ramnagar extension—					
Moradabad to Got	10-5-08	4·19			
Got to Ramnagar	11-1-08	44·00			
			48·19		
Kashipur extension—					
Lalkua to Kashipur	11-1-08	36·00			
			36·00		
Shahjahanpur extension—					
Pilibhit to Bisalpur	24-2-11	23·14			
Bisalpur to Carewganj	19-1-12	31·12			
			54·26		
TOTAL OPEN MILEAGE . .	...	...	...	256·32	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.					
Shahbaznagar to Shahjahanpur (sanctioned on 17th June 1909).	...	2·56	2·56	2·56	
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	258·88	

Details of construction—

Permanent-way.—The permanent-way consists of 41½ and 50-lb. steel rails on sâl, Australian and deodar sleepers. The lines from Lalkua to Ramnagar, Moradabad to Kashipur and Pilibhit to Carewganj, are laid with 41½-lb. steel rails on sâl and deodar sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 716 feet.

Gradients.—The ruling gradient between Bhojeepura and Kathgodam is 1 in 280, except near the hills where it is 1 in 70; between Bareilly and Kasganj, 1 in 400; between Moradabad and Ramnagar, 1 in 400, except near the hills where it is 1 in 125; between Lalkua and Kashipur, 1 in 200, except for a short distance near Lalkua where it is 1 in 100; and between Pilibhit and Carewganj, 1 in 400.

Contracts—

Dated the 12th October 1882 (called the original contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the construction, maintenance, management and working of the railway from Bhojeepura to Kathgodam.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads } (a) \text{ to } (c)}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

22 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 8th September 1890 (called the principal contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the working of the Company's line and the construction, maintenance, management and working of certain State lines.

Dated the 31st December 1892 (supplemental to the contract of 1890), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, for the advance of capital for the State line and as to debentures.

Dated the 5th February 1901 (supplemental to the contracts of 1882, 1890 and 1892), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, prolonging and continuing the contract of 1890, subject to certain modifications thereof and of the contracts of 1882 and 1892.

Dated the 24th April 1903 (supplemental to the contracts of 1882 and 1890), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 15th July 1904 (supplemental to the contracts of 1882, 1890, 1901 and 1903), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the construction, maintenance, management and working of certain Branch railways and the purchase of existing Branch lines.

Dated the 13th July 1906, *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the provision of moneys for capital expenditure on the Powayan Steam Tramway, and the acquisition by the Company of interests in that Tramway, and other matters.

Dated the 24th March 1909 (supplemental to and in modification of the contracts of 1882, 1890, 1892, 1901, 1903, 1904 and 1906), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the raising of capital for the purposes both of the Company's lines and of the Lucknow-Bareilly railway, and for the construction, maintenance, management and working of the Pilibhit-Barmdeo railway, extensions of the Dudhwa branch with a permanent bridge over the Sarda river, and the Pilibhit-Shahjahanpur railway.

Main provisions of contracts.—

(i) *Land.*—Land for the Company's railway constructed in pursuance of the original contract was provided by the Government free of cost to the Company, subject to the condition that the Company pays, on demand, to Government the cost price of land purchased by Government for the purposes of the Company's railway. Land for the railway from Gola Gokaran Nath to Pilibhit, and for all the other State lines provided by the Government after the 1st January 1891, is charged to capital subsequent to the date of the principal contract. Land for Branch railways and Branch line works is provided free, except and excluding land required for quarrying, ballast, brickfields or kindred purposes.

(ii) *Government aid.*—Government guaranteed interest, at 4 per cent per annum in sterling on the capital up to £200,000 expended on the *Company's* original railway, until its opening throughout for public traffic but for no longer than and including 1st January 1885; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on the 31st December 1894.

In the case of the *Lucknow-Bareilly* railway the Government guarantee the principal and interest in respect of debentures for the nominal amount of £147,000 issued by the Company in order to raise the sum of £160,000 (the sum actually realised being £160,837).

[NOTE.—Of these, debentures for £40,000 were paid off from advances by the Secretary of State in England on 1st July 1911].

The Company reimburse the Government any amount by which the interest payable under the guarantee may exceed Rs. 96,000 in any one year.

All sums advanced by the Government after the 31st December 1900 bear interest at the rate of 3½ per cent per annum.

(iii) *Terms of working.*—The Lucknow-Bareilly railway is worked in conjunction with the Company's own line, a joint account of working expenses being kept. Joint working expenses account includes—

(1) any item of capital expenditure not exceeding Rs. 1,000 classed as "minor work" subject to a maximum charge on such account of Rs. 15 per mile of railway open per half-year, and

(2) a payment to Government of Rs. 20 per mile of railway open to traffic per half-year for audit and supervision.

The joint working expenses of the open system are divided between—

(*a*) the Company's original line and "the Additional Main Line Works,"
(*b*) the Lucknow-Bareilly railway and "the State Line Works" and
(*c*) "the Branch Railways" and "the Branch Line Works"

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

22 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

in proportion to the respective gross earnings of those three classes.

(iv) *Distribution of profits.*—The earnings of the Company's original line and "the Additional Main Line Works," after payment of all working expenses, are applied in the following order :—

(*a*) in payment of contribution to Provident Fund contingent on net earnings,
(*b*) in payment of interest on the Company's Main Line Stock (being part of the Joint Debenture Stock),
(*c*) in payment of interest on borrowed capital, and
(*d*) in payment of interest at 6 per cent per annum on the *bonâ fide* paid up share capital of the Company.

The surplus is divided equally between the Government and the Company.

The net earnings of "the Branch Railways" and of "the Branch Line Works" belong absolutely to the Company, without any right of the Secretary of State to participate therein, subject only to the payment thereout of contribution to Provident Fund contingent on net earnings and interest on the Company's Branch Line Stock (being part of the Joint Debenture Stock).

The net earnings of the Lucknow-Bareilly railway and "the State Works", *i.e.*, of the undertaking, are applied in the following order :—

(*a*) In payment of contribution to Provident Fund contingent on net earnings,

(*b*) in payment of the interest at 4 per cent per annum on the State Stock (being part of the Joint Debenture Stock), except interest on such portion of the State Stock as may for the time being be appropriated for lines under construction, which latter is charged to capital till the close of the half year next after the opening of lines to traffic,

(*c*) in payment of the interest on the debentures of £147,000 issued by the Company in 1890 and of interest at 4 per cent per annum on any further capital supplied by the Company or advanced by the Government for the purposes of the undertaking (3½ per cent per annum on Government advances subsequent to the 31st December 1900),

(*d*) in payment to the Government of interest at 4 per cent per annum on the value at cost price of the railways, rolling-stock, plant, machinery and land handed over to or retained by the Company on the 1st January 1891 (standing to debit of Part I of the Capital Account), and

(*e*) the residue is divided between the Government and the Company in the ratio of their respective shares of capital in the undertaking.

[*Note 1.*—The State Stock (part of Joint Debenture Stock), excluding and except so much of it as is appropriated for the construction of the Pilibhit-Barmdeo railway, does not participate in profits either as Government capital or as Company's capital.]

[*Note 2.*—The amount advanced by the Secretary of State to pay off debentures for £40,000 (part of £147,000 *vide* (ii) above and note in connection therewith) does not affect the capital of either the Secretary of State or the Company for the purposes of division of surplus profits of the Lucknow-Bareilly railway.]

(v) *Rates and fares*—

Maxima :—	Company's lines :—
Passengers :—	*Goods* :—
1st class, 3 annas per mile. Lower class, 4½ pies per mile.	Edible grains, ⅓rd pie per maund per mile. Other goods, 2 pies per maund per mile.
Luggage, 2 pies per maund per mile.	Parcels and live-stock at rates not exceeding 50 per cent over rates on the East Indian railway.
	On the Branch railways food grains and salt are to be carried at rates, not less than the minimum for goods, as the Government may fix; and fuel for distances exceeding 100 miles on the Branch railways, or on any part thereof together with any part of the other railways belonging to or worked by the Company at a rate not exceeding ⅓th pie per maund per mile.

Lucknow-Bareilly railway and branches :—

The Government to authorise, from time to time, maximum and minimum rates, and to prescribe the classification of passengers and goods, as well as the extent to which, within the maxima and minima, the Company vary such rates.

For traffic between the joint line (Bareilly-Bhojeepura) and the Company's own line, the rates in force on the latter may be levied, except in the case of food grains and salt, and of fuel carried

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

22 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

for distances exceeding 100 miles; for the former the rates will not be less than the minimum for goods fixed by Government, and for the latter the rates will not exceed ⅛th pie per maund per mile.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails.—On the Company's original line, to be conveyed on payment of Rs. 5,000 half-yearly.

On the extensions of the Company's original line (Additional Main Line Works), the Company is to receive a reasonable remuneration in lieu of the sum of Rs. 5,000 above noted.

On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*b*) Troops, police, high Government officials and Government stores.—

On the Company's lines, at the ordinary tariff rates charged to the public.

On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*c*) Government bullion and coin, and the persons in charge thereof.—

On the Company's lines at special rates to be from time to time agreed upon between the Government and the Company.

On the Lucknow-Bareilly railway and branches, at special rates to be approved by the Government.

(vii) *Power of the Government to determine contract.*—

Contract of 1882: The Government may terminate the contract at the end of the 50th year, *i.e.*, on the 31st December 1932, by giving 12 months' notice. If the contract terminate by such notice, or by the efflux of time, the Government is to pay to the Company 25 times the average net earnings, less the Government share of surplus profits, during the 5 years immediately preceding either the date of the termination or (at the option of the Government) the 31st December 1912.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe their obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove their property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1890: If the original contract with the Company, dated the 12th October 1882, terminate for any reason, then the contract for the working of the Lucknow-Bareilly railway *ipso facto* terminates at the same time. The Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year, by giving 12 months' notice. The Government may also determine the contract on 6 months' notice (called the "Notice of Determination") if the Company fail to observe their obligations.

On the determination of the contract the Government will resume possession of the State railway, and at its option will either repay the capital that has been received from the Company for the purposes of the undertaking, or will take over the liability of the Company in respect of such capital. If the capital is repaid, the payment may, at the option of the Government, be made either in England or in India.

Contract of 1904: If the original contract with the Company, dated the 12th October 1882, terminate either by "Notice of Purchase" or by the efflux of time, then the contract of 1904 terminates at the same time, in which case the Government is to pay to the Company 25 times the average net earnings of the Lalkua-Kashipur-Moradabad-Ramnagar branches during the 5 years immediately preceding the termination, provided such sum does not exceed by more than 20 per cent, nor be less than, the capital expenditure on those railways.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe their obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove their property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1909: By clause 18 of the contract of the 24th March 1909, if either the contract of 1890 be determined from any cause or that of 1909 be determined by "Notice of Purchase" as far as each relates to "the State lines", but not further or otherwise, then the other of the two contracts *ipso facto* terminate at the same time.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (}a\text{) to (}c\text{)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

22 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

By clause 19 of the contract of the 24th March 1909, that contract so far as relates to "the Scheduled Company's Works" (the Pilibhit-Shahjahanpur line), in common with the contract of 1904, terminates *ipso facto* with the determination by "Notice of Purchase" of the Company's original contract of the 12th October 1882, the Government, however, only having the power to purchase "the Company's original line", "the Branch railways" and "the Scheduled Company's Works" collectively, not any of them separately from the other or others of them.

By clause 20 of the contract of the 24th March 1909—

(*a*) the contract of 1909 so far as relates to "the Additional Main Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the Company's original contract of the 12th October 1882,

(*b*) the contract of 1909 so far as relates to "the Branch Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the contract of 1904, except as noted above against clauses 18 and 20 of the contract of 1909 and also except as provided in clause 77 of the contract of 1890, the several powers of the Government to determine by "Notice of Determination" the contracts respectively of 1882, 1890 and 1904, and also that of 1909 so far as relates to "the State Line Works", to "the Additional Main Line Works" and to "the Branch Line Works", remain separate and unaffected, and are exercisable as to any one or parts thereof independently and without prejudice as to the continuance of the others or parts thereof, in the event of the Company failing to observe their obligations contained in the contract or part of the contract which it is sought to determine: provided that the powers of the Government to determine, by "Notice of Determination", the contract of 1909 so far as relates to "the Additional Main Line Works" and to "the Branch Line Works" are exercisable separately in respect of any line or branch forming an independent part of such works, if the Company fail to observe their obligations in regard thereto.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Those of 1882, 1904 and 1909, up to the 31st December 1981; that of 1890, up to the 31st December 1932.

Statistics of working—

Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	1	2
	Miles.	Rs.	Rs.	Rs.			Rs.	
1884	55·00	19,40,266	36,543	1,733	0·09	Net earnings from 1885 to 1894 include an annual subsidy of Rs. 40,000.	51	95·26
1885	55·00	21,71,124	2,38,572	80,153	3·69		68	66·40
1886	55·00	22,52,962	3,00,191	1,23,832	5·50		86	58·75
1887	55·00	22,91,619	3,19,274	1,16,809	5·10		92	63·42
1888	55·00	23,40,100	3,32,092	1,42,120	6·07		96	57·46
1889	55·00	23,96,624	3,72,270	1,60,135	6·68		107	56·98
1890	55·00	24,17,052	3,14,884	1,51,003	6·25		90	52·04
1891	53·92	20,49,453	3,35,084	1,60,081	7·81		112	58·43
1892	53·92	20,58,575	4,33,648	1,97,780	9·61		127	54·39
1893	53·92	20,82,280	4,25,909	1,83,180	8·80		124	56·99
1894	53·92	20,80,440	4,59,313	2,15,191	10·34		134	53·15
1895	53·92	20,78,251	4,04,504	1,52,209	7·32		118	62·37
1896	53·92	20,79,863	4,26,905	1,58,821	7·40		125	63·96
1897	53·92	21,20,428	4,23,720	1,72,319	8·13		124	59·83
1898	53·92	21,42,552	4,62,308	2,20,735	10·30		135	52·24
1899	53·92	21,48,313	4,65,623	2,34,020	10·89		136	49·74
1900	53·92	21,53,125	4,37,572	2,25,048	10·59		128	47·88
1901	53·92	22,09,423	3,84,314	2,09,396	9·50		112	45·33
1902	53·92	23,36,911	4,10,626	2,18,317	9·34		120	46·83
1903	53·92	25,89,790	4,13,147	2,20,405	8·51		121	46·65
1904	53·92	45,55,575	4,18,787	2,24,403	5·15		122	46·41
1905	53·92	93,34,589	4,40,664	1,54,126	1·65	The decrease in net earnings in 1905 is due to the heavy outlay on relaying the main line.	129	65·02
1906	117·87	1,16,53,319	8,03,607	3,65,161	3·18		124	54·56
1907	117·87	1,28,55,065	10,67,928	5,69,506	4·43		158	46·67
1908	208·35	1,35,79,271	11,44,078	5,50,193	4·05		102	51·91
1909	202·06	1,36,93,877	12,70,929	6,26,591	4·57		121	50·71
1910	202·06	1,52,28,920	13,46,150	7,62,425	5·00		128	43·36
1911	225·20	1,59,24,548	14,78,586	7,99,809	5·02		128	45·72
1912	256·32	1,62,39,858	18,99,670	11,51,734	7·07		144	39·37

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

22 (*b*) Lucknow-Bareilly railway (3' 3⅜" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Lucknow to Sitapur	15-11-86	55·00		
Sitapur to Lakhimpur	15-4-87	28·50		
Lakhimpur to Gola Gokaran Nath	15-12-87	21·50		
Gola Gokaran Nath to Pilibhit	1-4-91	57·55		
Pilibhit to Bhojeepura	15-11-84	24·00		
Bhojeepura to Bareilly	12-10-84	12·00		
			198·55	
Branches and extensions—				
Bareilly grain siding	1-4-94	1·75		
			1·75	
Sonaripur extension—				
Mailani to Sarda	1-1-93			
Sarda to Sohela	10-3-93	30·78		
Sohela to Sonaripur	18-3-94			
			30·78	
Chandan Choki extension—				
Dudhwa to Chandan Choki	4-1-03	5·87		
			5·87	
Sonaripur-Ramnagar Ghat extension—				
Sonaripur to Kauriálaghat	2-1-11	20·62		
			20·62	
Barmdeo extension—				
Pilibhit to Barmdeo	15-5-12	38·75		
			38·75	
TOTAL OPEN MILEAGE	...	...	...	296·32
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Sarota Phanta to Garwari Ghat (sanctioned on 23rd September 1910).	...	15·89	15·89	15·89
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED	...	...	...	312·21

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. and 50-lb. steel rails on sál sleepers.

Ballast.—The ballast consists of broken bricks, kunkur and shingle.

Fencing.—The line is partially fenced.

Curves.—There is only one curve with a radius of less than 1,000 feet.

Gradients.—The ruling gradient between Lucknow and Bareilly is 1 in 500, except near Lucknow and Bareilly, where it is 1 in 200; between Mailani and Kauriálaghat, 1 in 400 and between Dudhwa and Chandan Choki, 1 in 100.

Contracts—

Main provisions of contracts— As noted under 22 (*a*), Rohilkund and Kumaon railway (3' 3⅜" gauge).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

22 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891 .	198·38	79,17,846	4,95,068	1,72,145	2·17	2,72,065	...	—99,910	56	65·23
1892 .	198·33	81,66,804	6,82,836	2,74,601	3·36	3,07,651	10,636	—43,686	66	59·79
1893 .	222·05	83,69,362	7,28,878	2,73,541	3·26	3,26,770	3,495	—56,724	67	62·47
1894 .	231·17	85,93,158	9,72,269	3,94,240	4·59	3,45,323	24,180	+24,737	98	59·45
1895 .	231·17	87,22,466	8,25,934	3,13,116	3·59	3,56,596	15,834	—59,314	74	62·09
1896 .	231·17	89,63,620	8,27,599	3,02,071	3·37	3,48,385	13,415	—60,229	75	63·50
1897 .	231·17	93,02,715	8,27,371	3,35,776	3·61	3,61,550	11,570	—37,344	75	59·42
1898 .	231·17	94,90,476	10,34,088	5,00,200	5·27	3,64,553	68,058	+67,590	94	51·63
1899 .	231·17	94,97,485	12,72,160	6,33,355	6·67	3,65,537	1,25,640	+ 1,42,178	114	50·21
1900	231·17	99,21,432	12,53,801	6,51,957	6·57	3,75,097	1,34,915	+ 1,43,945	107	48·00
1901 .	231·17	1,01,83,243	13,72,520	7,58,124	7·44	3,91,796	75,769	+ 2,90,559	123	44·76
1902 .	231·17	1,12,96,019	14,53,229	7,69,568	6·81	4,23,528	67,704	+ 2,78,336	132	47·05
1903 .	237·04	1,15,01,911	14,03,266	7,48,689	6·51	4,58,825	53,222	+ 2,41,642	126	46·65
1904 .	237·04	1,17,14,505	14,96,120	7,97,671	6·81	4,48,328	61,426	+ 2,87,917	133	46·68
1905 .	237·04	1,17,99,857	15,47,488	8,20,992	6·96	4,50,448	65,048	+ 3,05,496	138	46·95
1906 .	237·04	1,20,09,658	16,55,250	8,36,782	6·97	4,57,588	65,252	+ 3,13,942	148	49·46
1907 .	237·04	1,24,59,395	16,97,182	9,07,863	7·29	4,18,611	73,229	+ 4,16,023	150	46·51
1908 .	237·04	1,27,50,545	16,15,542	7,80,747	6·12	4,50,365	48,511	+ 2,81,871	131	51·67
1909 .	237·04	1,43,82,316	17,17,491	7,84,749	5·46	4,11,131	44,700	+ 3,28,918	139	54·31
1910 .	237·04	1,60,66,757	18,25,185	10,15,746	6·32	4,75,558	80,364	+ 4,59,824	148	44·35
1911 .	257·57	1,72,02,079	19,40,488	10,44,604	6·07	5,07,263	74,720	+ 4,62,621	152	46·17
1912 .	296·32	1,93,53,912	22,67,946	13,67,532	7·45	5,66,069	1,21,033	+ 6,80,430	157	39·70

22 (*c*) Powayan Light railway (2′ 6″ gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shahjahanpur to Powayan	17-6-90	17·00	
Powayan to Khotar	19-5-91	14·00	
Khotar to Mailani	22-12-94	8·50	
			39·50

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 24-lb. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at Shahjahanpur station.

Curves.—There are no curves with a radius of less than 300 feet.

Gradients.—The line is not graded.

Local Government orders and contracts—

Powayan Steam Tramway Company Order, 1889, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh), No. 1808-W.R., dated the 18th December 1889, authorising the construction of a steam tramway from Shahjahanpur railway station on the Oudh and Rohilkhand railway to Khotar.

"Further Order" of the Powayan Steam Tramway Company, 1894, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh), No. 148—17-W. R., dated the 23rd April 1904, authorising the construction of an extension of the Powayan Steam Tramway from Khotar to Mailani on the Lucknow-Bareilly railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads } (a) \text{ to } (c)}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*concld.*

22 (*c*) Powayan Light railway (2′ 6″ gauge)—*concld.*

Local Government orders and contracts—*concld.*

Contract, dated the 1st July 1901 (called the Tramway Company's contract), *between the Secretary of State and the Powayan Steam Tramway Company*, as to handing over to the former, or to the Working Agency appointed by him, the Tramway for maintenance, management and working.

Contract, dated the 6th November 1902 (supplemental to the contracts of 1882, 1890, 1892 and 1901, noted under 22 (*a*), Rohilkund and Kumaon railway), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the maintenance, management and working of the Powayan Steam Tramway.

Contract, dated the 13th July 1906, *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the provision of moneys for capital expenditure, and acquisition by the Railway Company of interest in the Powayan Steam Tramway Company.

Contract, dated the 16th January 1912 (supplemental, or to be read as an annexure, to the contract of 1901), *between the Secretary of State and the Powayan Steam Tramway Company*, as to certain alterations and modifications in the provisions of clauses 2 and 18 of the contract of 1901 in regard to its determination.

Main provisions of Local Government orders and contracts—

(i) *Land.*—Provided at the cost of the Company, other than the portion of the provincial road which the Company is authorised to use.

(ii) *Government aid.*—The line, subject to interests acquired therein by the Rohilkund and Kumaon Railway Company, is the property of the Powayan Steam Tramway Company, and is managed, maintained and worked by the Rohilkund and Kumaon Railway Company on behalf of the Government.

(iii) *Terms of working.*—The working agency retains 70 per cent of the gross earnings of the tramway, until the line is fully equipped, and thereafter the same percentage as that at which the Rohilkund and Kumaon Railway Company's "open system" is worked, subject to a minimum of 60 per cent.

[NOTE.—The percentage so retained by the working agency is in full satisfaction of the cost of petty works, rolling-stock, plant and machinery costing not more than Rs. 200, subject to the limit of Rs. 20 per mile per half-year. The cost of petty works, rolling-stock, plant and machinery exceeding these limits is to be borne by the Capital Account of the Tramway Company.]

(iv) *Distribution of profits.*—After payment of working expenses as above noted and contributions to the Working Agency's Provident Fund, the balance of the gross earnings, if any, are paid over to the Tramway Company.

(v) *Rates and fares.*—To be those from time to time applicable to the Lucknow-Bareilly railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, police, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} Not specified.

(vii) *Power of the Government to determine contract.*—Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year but not earlier, on 12 months' notice given. Government may also terminate the contract at any time, on 6 months' notice, if the Company fail to observe their obligations.

Government also has the option, on giving 12 months' notice to the Tramway Company, after the Shahjahanpur-Khotar section has been open for public traffic for 15 years and the Khotar-Mailani section for 10 years, and thereafter at terms of 7 years each, to take over the tramway on paying the Tramway Company the value of the property as a dividend-earning investment at the date of giving such notice, with an additional bonus of 20 per cent over and above such value.

(viii) *Power of the Company to surrender contract*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—Up to the 31st December 1932.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	39·50	8,41,088	66,862	20,059	2·39	33	70·00
1902	39·50	8,93,456	75,675	22,521	2·52	37	70·24
1903	39·50	8,94,619	71,815	28,482	3·18	35	60·34
1904	39·50	8,94,751	78,015	30,937	3·46	38	60·34
1905	39·50	8,94,751	92,614	36,707	4·10	45	60·37
1906	39·50	8,94,751	99,566	39,491	4·41	48	60·34
1907	39·50	8,94,751	87,302	34,626	3·87	42	60·34
1908	39·50	8,94,801	81,450	32,292	3·60	40	60·35
1909	39·50	8,94,801	91,687	36,352	4·06	45	60·35
1910	39·50	8,94,801	95,236	37,799	4·22	46	60·31
1911	39·50	8,94,801	1,02,692	40,737	4·51	50	60·33
1912	39·50	8,94,801	1,01,188	40,213	4·49	49	60·26

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 23}{\text{Sub-head } (a)}$ UDAIPUR-CHITORGARH RAILWAY (3' 3⅜" gauge)—

Running powers—

Home line over Foreign line :—

	Miles.
Bombay, Baroda and Central India railway, 3' 3⅜" gauge, Berach Signal station to Chitorgarh .	1·42

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Berach near Chitorgarh to Debari near Udaipur	1-8-95	60·39	
Separate station at Chitorgarh	15-8-98	0·47	
Debari to Udaipur	25-8-99	6·44	
			67·30

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is fenced round stations only.

Curves.—On the Berach-Debari section the sharpest curve is of 1,146 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.

Gradients.—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Contract—

Nil.—The line was constructed at the expense of the Mewar Durbar, and was maintained and worked by the Bombay, Baroda and Central India Railway Company up to the 31st December 1897. With effect from 1st January 1898 the line is maintained and worked by the Durbar.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	67·30	20,66,171	1,77,817	66,446	3·21	51	62·63
1904	67·30	20,66,093	1,51,293	59,175	2·87	49	64·86
1905	67·30	20,67,464	2,07,927	1,03,552	5·00	58	50·19
1906	67·30	20,75,867	2,47,813	1,35,467	6·52	69	45·33
1907	67·30	20,75,702	2,50,515	1,36,695	6·58	70	45·43
1908	67·30	20,77,554	2,38,916	1,18,644	5·68	68	50·59
1909	67·30	20,96,383	2,43,050	1,24,855	5·95	69	48·62
1910	67·30	20,97,410	2,52,090	1,33,470	6·36	72	47·05
1911	67·30	21,15,951	2,84,208	1,53,302	7·24	81	46·07
1912	67·30	21,95,945	3,05,495	1,57,311	7·16	87	48·50

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 24 / Sub-head (a). AMBAJI-TARANGA LIGHT RAILWAY (2' 6" gauge)—

The construction of this line by the agency of the Ambaji-Taranga Light Railway Company was sanctioned by the Railway Board under their Notification No. 205, dated the 4th August 1911, and the work is in progress.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Baroda Frontier to Samaia (sanctioned on 8th July 1911)	...	18·00	18·00

Number Main head 25. / Sub-head (a). ARRAH-SASARAM LIGHT RAILWAY (2' 6" gauge)—

Progress in opening—

Section of railway.	*Date of opening.	Miles.	Total.
1	2	3	4
Arrah to Sasaram	6-3-11	60·50	60·50

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on sâl sleepers.
Ballast.—The line is ballasted with broken stone.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 573 feet radius.
Gradients.—The ruling gradient is 1 in 250.

Local Government order and agreement—

The Arrah-Sasaram Tramway Company order published under the Bengal Government, Railway Department, Notification No. 39-R., dated the 12th October 1909, authorising the construction of a line of tramway from Arrah to Sasaram in the district of Shahabad.

Agreement, dated the 15th October 1909, *between the District Board of Shahabad and Messrs. Martin and Company of Calcutta (called "the Promoters") by and on behalf of the Arrah-Sasaram Light Railway Company*, as to the grant of a concession to the Company of the right to construct and work the tramway.

Main provisions of Local Government order and agreement—

(i) *Land.*—Provided at the cost of the Company, except one side of the district road the free use of which is authorised.

(ii) *Aid by the Local authority.*—The District Board of Shahabad recommend and apply to the Local Government to exempt the Company from the tax on account of road cess, or to exact only a nominal tax, for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of it paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 88,000 or the sum of 4 per cent on the Company's share capital whichever is less.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the share capital of the Company are divided equally between the District Board of Shahabad and the Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 25}}{\text{Sub-head (a)}}$. ARRAH-SASARAM LIGHT RAILWAY (2′ 6″ gauge)—*concld.*

Main provisions of Local Government order and agreement—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and the adoption of the General Classification of goods with separate maximum and minimum rates for goods of the different classes have been prescribed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores,— } Nil.

(*c*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Local authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, and at the end of every 7 years thereafter, the District Board have, by giving six months' previous notice, the right of purchasing the line by paying to the Company 25 times the yearly average net earnings of the 3 years preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from the District Board.	Total income [column 5+ column 7].	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1911 .	60·50	20,75,772	1,83,386	44,286	2·13	15,581	59,867	2·88	45	66·79
1912 .	60·50	21,98,127	1,72,469	59,379	2·71	21,805	81,184	3·69	54	65·54

Number $\frac{\text{Main head 26}}{\text{Sub-head (a)}}$. BANGALORE-CHICKBALLAPUR LIGHT RAILWAY (2′ 6″ gauge)—

This railway is to be financed by an Indian Company floated for the purpose under a guarantee from the Mysore Durbar of 4 per cent per annum on the subscribed capital. It was sanctioned for construction by the Secretary of State for India in his Despatch No. 75 Railway, dated the 10th September 1909.

During the year under report the Company were engaged in completing arrangements, such as the acquisition of land, etc., to begin construction work on the line.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bangalore to Chickballapur (sanctioned on 10th September 1909)	...	37·95	37·95

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 27}{\text{Sub-head } (a)}$. **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Baraset to Basirhat	1-2-05	26·00		
Basirhat to Chingrighata	2-3-09	8·50		
			34·50	
Pattipooker branch—				
Beliaghata Bridge to Pattipooker	16-2-10	16·62		
			16·62	
				51·12

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pynkado, sâl and Australian jarrah wood sleepers.

Ballast.—The line is ballasted with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 400 feet.

Gradients.—The ruling gradient is 1 in 250.

Agreements and Local Government orders—

Agreement, dated the 14th December 1897 (called the principal agreement), *between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited,* as to the grant of a concession to the Tramway Company by the District Board;

Agreement, dated the 14th May 1902 (supplemental to the agreement of 1897), *between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited,* modifying clause 4 of the agreement of 1897;

The Baraset-Basirhat Tramway Company order, published under the *Bengal Government, Railway Department, Notification No. 86 R., dated the 15th May 1903;*

} as to the construction, maintenance and working of the line from Baraset to Basirhat.

Agreement, dated the 3rd August 1903, *between the District Board of the 24 Parganas, Messrs. Martin and Company and the Baraset-Basirhat Light Railway Company, Limited,* as to the adoption as between the Board and the new Railway Company of the agreement of 1897 as modified by the agreement of 1902, and as to the discharge of the Promoters from all liability thereunder or in respect thereof.

Agreement, dated the 6th November 1907 (supplemental to the agreements of 1897, 1902 and 1903), *between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited;*

The Baraset-Basirhat-Taki Extension order, published under the *Bengal Government, Railway Department, Notification No. 22 R., dated the 23rd November 1907;*

} as to the construction, maintenance and working of the extension from Basirhat to Taki and Hosanabad as a part of the Baraset-Basirhat Light railway.

Agreement, dated the 21st December 1908 (supplemental to the agreements of 1897, 1902, 1903 and 1907), *between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited;*

The Baraset-Basirhat-Pattipooker Extension order, published under the *Bengal Government, Railway Department, Notification No. 9 R., dated the 19th February 1909;*

} as to the construction, maintenance and working of an extension from Beliaghata bridge to Pattipooker, as part of the Baraset-Basirhat Light railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 27}}{\text{Sub-head (a)}}$ **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of agreements and Local Government orders—

(i) *Land.*—Land, other than portions of the District Road between Baraset and Basirhat the free use of which in perpetuity is authorised by the District Board, provided at the cost of Company's capital.

(ii) *Aid by the District Board.*—The District Board recommend and apply to the Local Government either to exempt the Company from the road cess or to exact only a nominal tax for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The District Board also guarantee such an annual subsidy as may be necessary to make the net profits of the Company equal to Rs. 1,500 per mile of line open, provided that the total contribution by the Board does not exceed Rs. 38,000 per annum, being 4 per cent on the amount of the Company's share capital.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the Company's share capital are divisible equally between the District Board and the Company.

(iv) *Rates and fares.*—Certain maxima fares for passengers, and a tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails and postal officers and servants on duty.—At the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.— } Nil.

(*c*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the District Board to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at intervals of 7 years thereafter, the District Board, by giving 6 months' notice, can purchase the undertaking by paying to the Company 20 times the average net annual profits of the 4 years preceding the transaction, together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of surplus profits to, (—), the District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 .	26·06	9,07,781	1,11,201	55,632	6·13	—5,894	50,288	5·54	90	49·36
1906 .	26·06	9,52,953	1,50,731	79,536	8·35	—12,669	66,867	7·02	111	47·23
1907 .	26·06	10,06,570	1,72,574	85,330	8·53	—16,096	69,734	6·93	127	50·26
1908 .	26·06	10,52,989	1,49,043	58,588	5·56	—5,944	52,644	5·00	110	60·69
1909 .	34·50	14,20,827	1,73,715	69,303	4·88	—6,473	62,823	4·42	97	60·45
1910 .	51·12	21,80,982	2,35,676	73,310	3·36	—374	72,936	3·33	88	48·82
		22,12,771	2,78,247	1,12,198	5·07	—6,356	1,05,842	4·78	105	59·67
1911 .	51·12	22,42,897	3,38,314	1,62,421	7·24	—23,668	1,38,753	6·18	127	51·93
1912 .	51·12									

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 28}{\text{Sub-head } (a)}$ **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—

Chairman.—F. M. Halliday, Esq.

Secretaries.—W. A. Browne & Co.

Offices.—Winchester House, Old Broad Street, London, E.C.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Barsi Road Junction to Barsi Town	1-3-97	21·59	21·59	
Pandharpur extension—				
Barsi Road Junction to Pandharpur	2-12-06	30·56	30·56	
Tadwale extension—				
Barsi Town to Kuslamb	15-6-05	6·34		
Kuslamb to Tadwale	1-5-06	20·36	26·70	
Latur extension—				
Tadwale to Latur	1-5-11	36·99	36·99	115·84
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Pandharpur to Pandharpur town (sanctioned on 21st November 1908)	...	1·36	1·36	1·36
				117·20

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction and Barsi Town stations and all stations on the Tadwale and Pandharpur extensions are also fenced.

Curves.—The sharpest curve is of 425 feet radius.

Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the original line (from Barsi Road Junction to Barsi Town) one of 1 in 89 and one of 1 in 90; and two on the Tadwale Extension—one of 1 in 50 and the other of 1 in 70.

Contracts and agreements—

Contract, dated the 1st August 1895, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of the line from Barsi Road Junction to Barsi Town (called "the Barsi Town railway").

Contract, dated the 26th August 1902, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of "the Pandharpur extension" and "the Tadwale extension," as modified by letter *from the India Office to the London Board of the Barsi Light Railway Company*, No. P.W. 1020, dated the 22nd June 1904, extending to 1944 the term at the end of which the option of purchase of the Company's undertaking may be exercised by the Government under clause 59 of the contract.

Contract, dated the 28th May 1903 (supplemental to those of 1895 and 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Contract, dated the 4th December 1905 (supplemental to that of 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of the Pandharpur and Tadwale Extensions, and for the issue of Debenture Stock.

Contract, dated the 31st March 1909 (supplemental to the contracts of 1902, 1903 and 1905), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working, and the inclusion in "the Tadwale Extension," of the railway from Tadwale to the frontier of the Hyderabad State (called "the Hyderabad Frontier Extension"), near Latur in that State.

Agreement, dated the 21st April 1909, *between the Government of His Highness the Nizam of Hyderabad and the Barsi Light Railway Company*, as to the construction, maintenance and working of a railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

Agreement, dated the 4th May 1909, *between His Highness the Nizam's Guaranteed State Railways Company and the Barsi Light Railway Company*, as to the former waiving, in favour of the latter, its preferential right to construct and work the railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 28}}{\text{Sub-head (a)}}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of contracts and agreements—

(i) *Land.*—In the case of the original Barsi railway the Company is allowed the use of part of the road between Barsi Town and Barsi Road Junction station, any land required outside the road being acquired, at its own expense, by the Company. For the extensions, land in British territory has been provided by the British Government; that in the Hyderabad State by the Government of His Highness the Nizam, free of cost to the Company.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole to go to the Company.

(iv) *Rates and fares.*—Certain maxima have been fixed, within which the Company is permitted to vary its rates. On the Extensions the goods classification in force on the Great Indian Peninsula railway is to be adopted.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } To be conveyed upon the whole of the Company's system at the same rates and fares, and on the same general conditions, as may be in force on State railways.

(*b*) Government bullion and coin, and the persons in charge thereof.— } On the Latur extension bullion and coin belonging to His Highness the Nizam's Government or the Government of India, and the persons in charge thereof are carried at special rates.

(vi) *Power of the Government to determine contract.*—The Government may determine the contract on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined, the Government to pay the Company in England in sterling a sum such as, when added to any unspent capital, shall amount to the total paid up capital expended with the authority of the Government. His Highness the Nizam's Guaranteed State Railways Company have the option of purchasing the length of line (excluding rolling-stock, workshop machines and stores) from the frontier of the Hyderabad State to Latur in that State, subject in all respects to the rights of the Nizam's Government under the agreement between His Highness' Government and the Barsi Light Railway Company and also under the several contracts between His Highness' Government and the Nizam's Guaranteed State Railways Company, after the expiration of 20 years from the date of its opening throughout for traffic, on giving 12 months' notice, at a price which shall be 5 per cent in excess of the actual capital expenditure. In the event of His Highness the Nizam's Guaranteed State Railways Company not exercising this right, His Highness the Nizam's Government have the right, on giving 12 months' notice, to purchase the same line at any time after the expiration of twenty years from the date of its opening, at a price which shall be 5 per cent in excess of the actual capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—Not specified.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles	Rs.	Rs.	Rs.		Rs.	
1903	21·59	13,18,289	1,30,694	53,423	4·05	116	59·12
1904	21·59	13,43,991	1,66,934	64,952	4·83	149	61·09
1905	27·93	27,88,002	2,19,478	1,39,618	5·01	168	36·39
1906	78·50	41,11,334	2,19,224	1,09,862	2·67	96	49·90
1907	78·50	47,47,986	5,43,330	2,24,080	4·72	133	58·76
1908	78·50	48,29,237	4,31,003	1,72,063	3·56	105	60·08
1909	78·50	57,13,286	6,44,775	3,89,578	6·82	158	39·58
1910	78·50	61,33,032	6,97,520	3,89,427	6·52	174	44·18
1911	115·84	68,96,322	7,44,733	3,98,877	5·79	124	46·44
3023	115·84	70,14,477	10,31,325	5,66 671	8·09	171	45·05

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 29}{\text{Sub-head } (a)}$. **BUKHTIARPORE-BIHAR LIGHT RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bukhtiarpore on the East Indian railway to Bihar	1-7-08	16·50	
Bihar to Silao	17-7-09	9·50	
Silao to Rajgir	1-11-11	5·00	
			33·00

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pynkado sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the villages of Chero and Rajgir where the grade is 1 in 100.

Agreements and Local Government orders—

Agreement, dated the 21st August 1899, *between the District Board of Patna and Messrs. Martin and Company of Calcutta, the Promoters, on behalf of the Bukhtiarpore-Bihar Light Railway Company,* scheduled to the above order;

The Bukhtiarpore-Bihar Tramway Company order published under the *Bengal Government, Railway Department, Notification No. 100-R., dated the 25th June 1901*;

Agreement, dated the 16th August 1901, *between Messrs. Martin and Company of Calcutta and the Bukhtiarpore-Bihar Light Railway Company*;

} as to the construction, maintenance and working of the Bukhtiarpore-Bihar Light railway.

Agreement, dated the 17th February 1904, *between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company,* as to the use of land for a siding at Bihar.

Agreement, dated the 2nd June 1908 (supplemental to the agreements of 1899 and 1901), *between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company*;

The Bukhtiarpore-Bihar Extension order published under the *Bengal Government, Railway Department, Notification No. 11-R., dated the 15th June 1908*;

} as to the construction, maintenance and working of the extension of the Bukhtiarpore-Bihar Light railway from Bihar to Silao.

The Bukhtiarpore-Bihar-Rajgir extension order published under the *Bengal Government, Railway Department, Notification No. 20-R., dated the 14th November 1911*;

Agreement, dated the 28th November 1911 (supplemental to the agreements of 21st August 1899, 16th August 1901 and 2nd June 1908), *between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company*;

} as to the construction, maintenance and working of the extension of the Bukhtiarpore-Bihar Light railway from Silao to Rajgir.

Main provisions of agreements and Local Government orders—

(i) *Land.*—The District Board of Patna grant to the Bukhtiarpore-Bihar Light Railway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side portion of the District Board road between Bukhtiarpore and Bihar as is necessary, but not exceeding a width of eight feet, for the purpose of the railway; and promote the acquisition of any additional land required outside the boundary of the said road at the cost of the Company.

(ii) *Aid by the Local Authority.*—The District Board of Patna will recommend and apply to the Local Government either to exempt the Bukhtiarpore-Bihar Light Railway Company from the tax on account of road cess or to exact only a nominal tax for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of the Company paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 32,000 or the sum of 4 per cent on the Company's share capital.

(iii) *Distribution of profits.*—Any surplus profits in excess of 4 per cent on the share capital of the Railway Company is to be equally divided between the District Board of Patna and the Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main Head 29}}{\text{Sub-head (a)}}$. BUKHTIARPORE-BIHAR LIGHT RAILWAY (2' 6" gauge)—*concld.*

Main provisions of agreements and Local Government orders—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Patna have, by giving six months' previous notice, the right of purchasing the line by paying to the Company the value calculated at twenty years' purchase of the average net annual profits of the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement.*—None specified.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of surplus profits to, (—) the District Board.	Total income [column 5 + or — column 7].	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903 . . .	18·50	7,48,851	35,809	15,117	2·02	...	15,117	2·02	74	57·77
1904 . . .	18·50	8,11,238	1,18,923	66,571	8·21	—10,616	55,955	6·90	118	41·57
1905 . . .	18·50	8,25,210	88,818	35,681	4·32	—90	35,591	4·31	92	59·84
1906 . . .	18·50	8,43,827	1,11,409	48,163	5·71	—5,674	42,489	5·04	116	56·77
1907 . . .	18·50	8,92,221	1,10,888	46,073	5·16	—4,501	41,572	4·66	115	58·45
1908 . . .	18·50	9,00,878	1,16,152	45,122	5·04	—1,915	43,207	4·80	114	59·04
1909 . . .	28·00	11,96,973	1,53,322	58,831	4·87	—5,198	53,133	4·44	128	61·70
1910 . . .	28·00	12,01,403	1,23,986	54,564	4·54	—3,421	51,143	4·25	85	55·99
1911 . . .	33·00	12,38,725	1,34,135	62,331	5·04	—4,827	57,554	4·64	78	53·38
1912 . . .	30·00	12,63,209	2,49,976	1,42,235	11·26	—20,464	1,21,771	9·64	145	43·10

Number $\frac{\text{Main head 30}}{\text{Sub-head (a)}}$. BUTHIDAUNG-MAUNGDAW LIGHT RAILWAY (2' 6" gauge)—

In the Buthidaung-Maungdaw Tramway Company Order published under the Burma Government, Revenue Department, Notification No. 82, dated the 4th July 1912, sanction to the construction, maintenance and working of this line by the Buthidaung-Maungdaw Tramway Company was given.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Buthidaung to Maungdaw (sanctioned on 6th June 1911)	...	18·50	18·50

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 31.}}{\text{Sub-head (a)}}$ **CHAMPANER-SHIVRAJPUR LIGHT RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Champaner Road Junction to Champaner City	2-2-11	11·00	
Champaner City to Shivrajpur	10-11-14	6·00	
Shivrajpur to Bamankua mines	1-1-11	1·44	
Shivrajpur to Shivrajpur mines	24-1-11	1·80	
			20·24

Details of construction—

Permanent-way.—The permanent-way consists of 29½-lb. steel rails on wooden sleepers.
Ballast.—The line is ballasted with heavy stone ballast.
Fencing.—The line is unfenced except at station yards.
Curves.—The sharpest curve is of 800 feet radius.
Gradients.—The ruling gradient is 1 in 100.

Local Government order—

The Shivrajpur Tramway order published under the Bombay Government, Public Works Department, Notification No. 5-Ry., dated the 1st September 1909, as to the construction, maintenance and working of a steam tramway from Champaner Road to Shivrajpur.

Main provisions of Local Government order—

(i) *Land.*—
(ii) *Government aid.*— } For the purposes of the tramway and not for the purposes of any building or erection connected therewith, the free use of the side of the provincial road between Champaner Road and Shivrajpur is authorised. Any additional land which may be, in the possession of Government and considered necessary for the purposes of the undertaking shall be provided by the Local Government free of cost. When the cost of the acquisition of land in private occupation exceeds the rate of Rs. 150 per acre, so much of such rate as is in excess of Rs. 150 shall be borne by the promoters; but in any other case the whole cost of acquisition shall be borne by Government.

(iii) *Distribution of profits.*—The whole of the profits belong to the Shivrajpur Syndicate, Limited, of Bombay.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Government to determine contract.*—At the expiration of 31 years from the date of opening of the line, or at the end of any subsequent period of 10 years, the Local Government may, by giving to the promoters not less than 12 calendar months' notice, determine their order and purchase the undertaking at 25 times the average annual net earnings for the three calendar years immediately preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.

(vii) *Power of the Company to surrender contract.*—Nil; but power is reserved to the Company to transfer the undertaking, with the sanction of the Local Government.

(viii) *Term of contract [if not determined under* (vi)].—None specified.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles	Rs.	Rs.	Rs.		Rs.	
1911	20·24	9,02,929	64,061	15,545	1·72	61	75·74
1912	20·24	9,26,707	87,721	31,705	3·42	83	63 86

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 32}}{\text{Sub-head (a)}}$. **CUTCH RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tuna to Anjar	18-5-05	11·67	
Anjar to Bhuj	1-11-08	25·11	36·78

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round teak sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200 between Tuna and Anjar and 1 in 100 between Anjar and Bhuj.

Contract—

Nil. This line was sanctioned for construction at the cost of His Highness the Maharaja Rao Sahib of Cutch, under the Government of India, Public Works Department, Notification No. 329, dated the 4th September 1903, and the Railway Board Notification No. 86, dated the 1st June 1905, and is maintained and worked by the Cutch Durbar.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	11·67	4,25,731	28,496	20,908	4·91	75	26·63
1906	11·67	7,18,668	40,273	19,919	2·77	66	50·54
1907	11·67	8,17,815	43,221	24,070	2·94	71	44·31
1908	36·78	8,74,980	40,006	18,257	2·07	20	54·41
1909	36·78	9,42,842	84,864	47,851	5·07	44	43·61
1910	36·78	9,42,842	93,639	55,953	5·93	49	40·24
1911	36·78	9,48 711	1,01,087	58,576	6·17	53	42·05
1912	36·78	10,08,738	1,01,730	56,663	5·61	53	44·67

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 38.}}{\text{Sub-head (}a\text{)}}$ **DEHRI-ROHTAS LIGHT RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dehri-on-Sone to Rohtas.	6-2-11	23·83	23·83

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. steel rails on sál sleepers.
Ballast.—The line for a distance of 15 miles has been ballasted and this work is still in progress.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 240 feet radius.
Gradients.—The ruling gradient is 1 in 200, uncompensated.

Agreement and Local Government order—

Agreement, dated the 13th October 1907, *between the District Board of Shahabad and Messrs. Octavius Steel and Company of Calcutta (called "the Promoters") for and on behalf of the Dehri-Rohtas Tramway Company, scheduled to the order quoted below;*

The Dehri-Rohtas Tramway Company order published under the Bengal Government, Railway Department, Notification No. 24-R., dated the 10th November 1908;

} as to the construction, maintenance and working of a steam tramway from Dehri-on-Sone to Rohtas.

Main provisions of agreement and Local Government order—

(i) *Land.*—The line runs partly on Government land in charge of the Public Works Department and partly along the district road to Akbarpur. The District Board of Shahabad have granted to the Dehri-Rohtas Tramway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side of the District Board road between Dehri and Rohtas as is necessary, but not exceeding a width of eight feet leaving a clear roadway of fourteen feet intact for ordinary wheeled traffic, for the purpose of the tramway, and have promoted the acquisition of any additional land required outside the boundary of the said road at the cost of the company.

(ii) *Aid by the Local Authority.*—The District Board of Shahabad will recommend and apply to the Local Government to exempt the Dehri-Rohtas Tramway Company from the tax on account of road cess, or to exact only a nominal tax, for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal.

(iii) *Distribution of profits.*—The profits go to the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods and the East Indian railway classification of goods, have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Shahabad have, by giving six months' previous notice, the right of purchasing the line by paying to the company the value calculated at twenty years' purchase of the average net annual profits of the company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement [if not determined under* (vi)*].*—None specified.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	23·83	5,32,474	24,066	−12,291	...	21	151·07
1912	23·83	5,51,080	79,436	34,810	6·31	64	56·17

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 34 / Sub-head (a). **DHOLPUR-BARI RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Dholpur on the Midland section of the Great Indian Peninsula railway to Bari.	24-2-08	19·62	19·62	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Bari to Tantpur (sanctioned on 25th June 1912)	...	16·67	16·67	36·29

Details of construction—

Permanent-way.—Five miles are laid with 35-lb. old steel rails on Indian State railway pattern steel trough sleepers; the remainder is laid with 35-lb. new steel rails on Indian State railway pattern steel sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 1,910 feet.

Gradients.—The ruling gradient is 1 in 200.

Contract—

Nil. This railway was sanctioned for construction at the cost of His Highness the Rana of Dholpur, under Railway Board's Notification No. 267, dated the 14th December 1905, and is maintained and worked by the Dholpur Durbar.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908 . .	19·62	7,33,502	21,352	—11,261	...	25	152·74
1909 . .	19·62	6,91,940	36,226	5,773	0·83	35	84·06
1910 . .	19·62	6,96,601	48,377	19,835	2·85	47	58·99
1911 . .	19·62	7,41,111	41,566	14,938	1·93	41	65·50
1912 . .	19·62	8,24,492	40,264	7,945	0·96	39	80·27

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 35}{\text{Sub-head } (a)}$. **DWARA-THERRIA LIGHT RAILWAY** (2′ 6″ gauge)—

The line is under construction by the Khassia Hills (Assam) Company of Calcutta, to whom the property and rights which were vested in the Dwara-Therria Light Railway Company, "Limited," under the Dwara-Therria Steam Tramway Order published by the Chief Commissioner of Assam under Notification No. 44, dated the 4th August 1902, have been transferred by Messrs. H. V. Low and Company of Calcutta, the previous proprietors of the above property and rights.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dwara to Maolong (sanctioned on 15th May 1902)	...	13·50	
Maolong to Therria Ghat (sanctioned on 15th May 1902, but commencement of work not authorised).	...	6·00	19·50

Number $\frac{\text{Main head } 36}{\text{Sub-head } (a)}$. **GODHRA-LUNAVADA RAILWAY** (2′ 6″ gauge)—

The construction of this line by the Gujarat Railways Company was sanctioned by the Railway Board in their letter No. 731-R.C., dated the 13th March 1912. It will receive a rebate from the Government of India on the traffic interchanged.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Godhra to Lunavada (sanctioned on 13th March 1912)	...	25·42	25·42

Number $\frac{\text{Main head } 37}{\text{Sub-head } (a)}$. **JESSORE-JHENIDAH LIGHT RAILWAY** (2′ 6″ gauge)—

The sanction accorded by the Government of Bengal to the construction, by a private company, of this line under the Indian Railways Act, IX of 1890, was approved by the Government of India in their letter No. 275-R.P., dated the 2nd December 1910.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Main line—			
Jessore to Jhenidah (sanctioned on 2nd December 1910).	...	28·90	
Branch—			
Kaliganj to Kot Chandpur (sanctioned on 2nd December 1910)	...	7·90	36·80

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 38}}{\text{Sub-head (a)}}$. **MADAYA LIGHT RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Zegyo quarter of Mandalay town to Obo	10-2-12	3·40		
Obo to Toungbyon	25-7-12	4·90		
Under construction or sanctioned for construction—			8·30	
Toungbyon to Madaya (sanctioned on the 13th February 1906).	...	7·70	7·70	
				16·00

Details of construction—

Permanent-way.—The permanent-way consists of 19-lb. and 24-lb. flat-footed steel rails laid on several varieties of local wood with some old stamped steel sleepers.

Ballast.—In most places throughout the line the ballast consists of brick rubbish.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 286 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is 1 in 1,000, except on the Zegyo-Obo section where it is 1 in 333 with a 1 in 100 banking section.

Local Government order—

Madaya Tramway order published under the Burma Government, Municipal and Local Department, Notification No. 22, dated the 13th February 1906, authorising the construction, maintenance and use of a system of tramways from Madaya in the district of Mandalay to the Obo quarter of Mandalay town.

Main provisions of Local Government order—

(i) *Land.*—Land acquired at an annual track rent of Rs. 250 per mile for the first three years, and Rs. 400 per mile thereafter, provided that no turnout or siding is liable to rent.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole of the profits belong to the Promoters.

(iv) *Rates and fares.*—The minimum rate of fares for passengers has been fixed at half an anna per mile. The charges for goods and passengers' luggage to be fixed between the Promoters and the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } *Nil.*

(vi) *Power of the Government to determine contract.*—After the expiration of 42 years from the date of the order and within six months after the expiration of every subsequent period of ten years, the Deputy Commissioner, Mandalay district, with the previous sanction of the Local Government, may require the Promoters to sell to him the undertaking at a fair market value of all lands, etc., used for the purposes of the line.

(vii) *Power of the Promoters to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912	8·30			Information	not furnished		

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 39}{\text{Sub-head } (a)}$ · NADIAD-KAPADVANJ RAILWAY (2′ 6″ gauge)—

The construction of this line by Messrs. Killick, Nixon and Company was sanctioned by the Railway Board in their letter No. 546 R.C., dated the 28th February 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
A point near Nadiad station to Kapadvanj (sanctioned on 28th February 1911) . .	...	27·98	27·98

Number $\frac{\text{Main head } 40}{\text{Sub-head } (a)}$ SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Shahdara to Saharanpur	15-10-07	92·50	92·50	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Baraut to Meerut (sanctioned on 4th January 1902, but commencement of work not authorised).	...	30·00	30·00	
				122·50

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid on sâl sleepers.
Ballast.—The line is ballasted with stone and broken brick.
Fencing.—The line is partially fenced.
Curves.—The sharpest curve is of 1,910 feet radius.
Gradients.—The ruling gradient is 1 in 1,000.

Local Government order and agreement—

The Shahdara-Saharanpur Tramway Company order published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 339-187-R., dated the 18th April 1904;

Agreement, dated the 11th October 1905, *between the Government of the United Provinces of Agra and Oudh and Messrs. Martin & Co. of Calcutta (called "the Promoters") for and on behalf of the Shahdara (Delhi)-Saharanpur Light Railway Company*, published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 1363-R.-187, dated the 22nd November 1905;

} as to the construction, maintenance and working of a steam tramway from Shahdara to Saharanpur with a branch from Baraut to Meerut.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 40}{\text{Sub-head } (a)}$. **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2′ 6″ gauge)—*concld.***

Main provisions of Local Government order and agreement—

(i) *Land.*—
(ii) *Government aid.*— } The Local Government provide free of charge for the purposes of the railway sufficient land for a single 5′ 6″ gauge line, together with land for all conveniences and works approved under clause 8 of the agreement. In addition to this the company is authorised to use for the purpose of the railway, but not for the purpose of any building or erection connected therewith, portions not exceeding six feet in width of the local roads passing between Shahdara and Saharanpur and Baraut and Meerut.

(iii) *Distribution of profits.*—Surplus profits in any year in excess of 4 per cent upon the paid-up capital of the Railway Company shall be divided equally between the Government and the Railway Company. Payments on account but subject to adjustment being made at close of first half-year.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and maximum and minimum rates for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } *Nil.*

(vi) *Power of the Government to determine agreement.*—Upon the expiration of 21 years after the date of opening, or 23 years from the date of the Local Government order sanctioning the construction of the line, whichever is earlier, or at the end of successive periods of seven years thereafter, the Local Government have, by giving 12 months' previous notice, the right of terminating the agreement by paying to the Company the value calculated at 25 years' purchase of the average annual profits of the Company for the preceding three years, subject to a minimum of the capital expended and a maximum of 25 per cent in excess of that sum. In the event of its being determined to construct a railway on a different gauge in place of the tramway, and if the Government and the Company fail to agree that the alteration shall be made by the Company, then and in such case, the Government have the right to acquire the tramway at any time on giving 12 months' notice in writing and paying to the Company a sum 25 per cent in excess of its capital expenditure.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement.*—None specified.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	93·02	33,02,226	1,01,146	29,783	0·90	45	70·55
1908	92·63	41,35,292	3,35,533	1,41,823	3·43	70	57·73
1909	92·63	41,56,898	4,05,856	1,96,014	4·71	84	51·70
1910	92·50	41,67,317	5,04,282	2,78,330	6·67	105	44·89
1911	92·50	42,16,557	5,32,232	3,10,746	7·37	110	41·61
1912	92·50	42,51,039	6,10,763	3,54,779	8·34	126	41·87

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 41}{\text{Sub-head } (a)}$. **TARKESSUR-MAGRA LIGHT RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tarkessur to Rudrani	7-11-94	12·50	
Rudrani to Magra	8-3-95	18·62	
Magra to Tribeni	14-4-04	2·15	33·27

Details of construction—

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pynkado sleepers. The Tribeni extension is laid on sâl sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716·35 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magragunj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Agreements and Local Government order—

Agreement, dated the 16th October 1890, *between the District Board of Hooghly and the Promoters of the Bengal Provincial Railway Company*, scheduled to the order quoted below;

The Bengal Provincial Railway Company order published under the Bengal Government, Railway Department, Notification No. 1, dated the 4th January 1896;

} as to the construction, maintenance and working of the Tarkessur-Magra Light railway.

Agreement, dated the 12th March 1904, *between the Secretary of State and the Bengal Provincial Railway Company*, as to the construction, maintenance and working of the extension of the Tarkessur-Magra Light railway from Magra station to Tribeni bathing ghat on the Hooghly river.

Main provisions of agreements and Local Government order—

(i) *Land.*—
(ii) *Government aid.*— } Land required for the purposes of the main line, from Tarkessur to Magra acquired by the Government of Bengal at the cost of the Company; and that for the extension from Magra station to Tribeni ghat on the Hooghly river provided by Government free from rent or other charge.

(iii) *Distribution of profits.*—The profits go to the Company.

(iv) *Rates and fares.*—Certain maximum fares for passengers and maximum and minimum rates for goods traffic, combined with the General Classification of goods of the Indian Railway Conference Association, which are usual on Indian 5′ 6″ gauge railways have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, Postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.—
(*c*) Government bullion and coin, and the persons in charge thereof.— } *Nil.*

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 41}}{\text{Sub-head (a)}}$ TARKESSUR-MAGRA LIGHT RAILWAY (2' 6" gauge)—*concld.*

Main provisions of agreements and Local Government order—*concld.*

(vi) *Power of the Local Authority to determine agreement.*—In the event of the District Board of Hooghly wishing to purchase the railway at the end of 21 years after the date of the Government order sanctioning the construction of the railway, *viz.*, on the 4th January 1917, the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	31·12	10,15,725	85,546	25,350	2·50	53	70·37
1904	33·27	10,43,715	89,735	27,564	2·64	52	69·28
1905	33·27	10,47,028	86,838	21,871	2·09	50	74·81
1906	33·27	10,73,037	1,00,072	32,762	3·05	58	67·26
1907	33·27	10,92,156	1,10,238	34,500	3·16	64	68·70
1908	33·27	10,93,192	1,13,074	30,482	2·79	65	73·04
1909	33·27	11,06,707	1,24,182	37,915	3·43	72	69·46
1910	33·27	11,32,454	1,24,373	43,085	3·80	72	65·36
1911	33·27	11,32,071	1,26,287	42,866	3·79	73	66·05
1912	33·27	11,45,721	1,30,562	48,715	4·42	75	62·69

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 42}}{\text{Sub-head (a)}}$. **TEZPORE-BALIPARA LIGHT RAILWAY** (2′ 6″ gauge)—

On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway, 2 miles long, was constructed at the expense of the Borjuli Tea Company connecting the Borjuli Tea Factory with Rangapara station on the Tezpore-Balipara Light railway. It was worked by the Tezpore-Balipara Light railway but from February 1908 has been closed to public traffic.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tezpore Ghat to Bindukuri	9-8-94	8·10	
Bindukuri to Balipara	1-9-95	12·00	
			20·10

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on Nahor or Gonserai sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezpore and Rangapara is 1 in 125 and between Rangapara and Balipara 1 in 100.

Local Government order—

Tezpore-Balipara Steam Tramway Company order published under the Notification by the Chief Commissioner of Assam, No. 33, dated the 1st June 1895, as to the construction, maintenance and working of the line.

Main provisions of Local Government order—

(i) *Land.*—Provided at the cost of the Company, other than that which is not held under decennial *puttas* or where the holders have not acquired land-holder's rights, provided free of cost. Free use of one side of a provincial or local road is authorised for the purpose of laying the line only.

(ii) *Government aid.**—Supply, free of royalty, of timber for sleepers from Government forests for the first construction of the line only, and a payment by the Tezpore Local Board, of a subsidy of Rs. 5,000 per annum up to the end of March 1914.

* Letter from the Chief Commissioner of Assam No. 3720, dated the 10th November 1893.
Government of India, Public Works Department, letter No. 139 R.C., dated the 2nd February 1894.
Railway Board's letter No. 342 R.T., dated the 22nd February 1909.

(iii) *Distribution of profits.*—The whole of the profits belong to the Company.

(iv) *Rates and fares.*—Certain rates for carriage of passengers and goods have been fixed, but the full control over charges of all kinds is reserved by the Chief Commissioner.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, Postal Officers and servants on duty.—Conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.— } *Nil.*

(*c*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine contract.*—After the line has been opened for 15 years and thereafter at terms of 7 years each, the Government, by giving 12 months' previous notice, have the right to terminate the contract and take over the line by paying to the Company the value of the property as a dividend-earning investment together with a bonus of 20 per cent over and above such value.

It has since been decided not to give notice of purchase to the Company on the 1st September 1909 and to defer purchase.
[Telegram from the Government of Eastern Bengal and Assam, No. 804-R., dated the 22nd July 1909.]

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	20·10	4,87,240	94,742	27,739	5·69	5,000	32,739	6·71	91	70·72
1904	20·10	4,87,240	88,463	17,291	3·55	5,000	22,291	4·57	85	80·45
1905	20·10	4,87,240	1,03,380	27,082	5·56	5,000	32,082	6·58	99	73·80
1906	20·10	4,87,240	84,976	7·18	5,000	39,976	8·20	110	69·51
1907	20·10	4,87,240	1,11,569	28,951	5·94	5,000	33,951	6·97	107	74·05
1908	20·10	4,87,240	88,990	20,972	4·30	5,000	25,972	5·33	86	76·45
1909	20·10	4,87,240	85,964	23,618	4·84	5,000	28,618	5·87	84	72·52
1910	20·10	4,87,240	94,015	25,945	5·32	5,000	30,945	6·35	90	72·40
1911	20·10	4,87,240	1,14,875	31,892	6·54	5,000	36,892	7·57	110	72·23
1912	20·10	4,87,240	1,20,635	34,709	7·12	5,000	39,709	8·14	116	71·23

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 45}}{\text{Sub-head (a)}}$. **DARJEELING-HIMALAYAN RAILWAY** (2' 0" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Siliguri to Kurseong	23-8-80	31·75	
Kurseong to Sonada	1-2-81	9·50	
Sonada to Ghum	4-4-81	5·87	
Ghum to Darjeeling	4-7-81	3·63	
Darjeeling to Darjeeling Bazar	16-6-85	0·25	
			51·00

Details of construction—

Permanent-way.—The line is laid throughout with 41½-lb. flat-footed steel rails on wooden sleepers. These are being renewed with a special section steel rail, 41½ lbs. to the yard as required.

Ballast.—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri, where sand has been used. On the hill section, where necessary, broken stone ballast has been and is being put in.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 60 feet.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

Contract—

Dated the 8th April 1879, *between the Secretary of State and the late Mr. Franklin Prestage,* as to the construction, maintenance, management and working of the railway.

Main provisions of contract—

(i) *Land.*—Government land, and the right to use the existing cart road, to be granted to the Company free of cost. Other land necessary, if any, to be acquired by the Government and transferred to the Company at cost price.

(ii) *Government aid.*—The Government undertakes to pay to the Company any sum required to make up its gross receipts to two lakhs of rupees annually.

(iii) *Distribution of profits.*—After the first five years half the net profits of any year in excess of 5 per cent on the paid up capital to be applied in repayment to the Government of the amount expended on the maintenance of the cart road during the same year, or in making good a deficiency in gross receipts.

(iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—Mails and Post Office servants to be carried by the Company in consideration of a payment by the Government of Rs. 10,260 yearly. [No special provision exists as to troops, police, high Government officials and Government stores.]

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vi) *Power of the Government to determine contract.*—
(vii) *Power of the Company to surrender contract.*— } If the railway should not be completed within 18 months, or if at any period it should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sum due to it for permanent improvements to the road or works connected with it.

After the railway has been opened for 25 years (reckoning from the 4th May 1884), and thereafter at intervals of 10 years, the Government has the power, by giving 12 months' previous notice to terminate the contract and take over the line on payment to the Company of its value as a dividend-earning investment, with an additional bonus of 20 per cent over and above such value.

NOTE.—Government relinquished the right to terminate the contract at the end of the 25th year, and decided to allow the terms and conditions of the contract of the 8th April 1879 to continue for a further period of 10 years, *viz.*, to May 1919 *vide* Railway Board's letter No. 1412 R. T., dated the 1st August 1905, to the Secretary to the Government of Bengal, Railway Department.

(viii) *Term of contract.*—None specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 43}}{\text{Sub-head (a)}}$. **DARJEELING-HIMALAYAN RAILWAY** (2′ 0″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits.	Total income. (column 5—column 7.)	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903 .	51·00	36,13,058	9,61,662	4,16,752	11·54	79,226	3,37,526	9·34	393	56·65
1904 .	51·00	37,38,436	10,45,187	4,75,227	12·71	97,200	3,78,027	10·11	394	54·53
1905 .	51·00	37,51,562	9,72,644	4,09,514	10·91	77,621	3,31,893	8·85	367	57·90
1906 .	51·00	37,43,284	9,80,351	4,01,239	10·72	75,126	3,26,113	8·71	370	59·07
1907 .	51·00	37,53,304	9,49,717	4,29,129	11·43	83,471	3,45,658	9·21	358	54·81
1908 .	51·00	37,47,327	9,44,452	4,21,454	11·24	66,163	3,55,292	9·48	356	55·38
1909 .	51·00	37,72,867	9,89,125	4,39,895	11·66	88,395	3,51,500	9·31	373	55·53
1910 .	51·00	37,94,440	10,03,569	4,41,931	11·65	90,653	3,51,278	9·26	378	55·96
1911 .	51·00	38,51,682	10,29,802	4,44,236	11·53	91,435	3,52,801	9·16	388	56·86
1912 .	51·00	39,25,147	11,38,900	5,11,218	13·02	98,475	4,12,793	10·52	429	55·11

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 44}{\text{Sub-head } (a)}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—

Running powers—

Foreign line over home line :—

Howrah-Sheakhala Light railway, Telkul Ghât to Kadamtala (for passenger and goods trains), 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Telkul Ghât (Howrah) to Dumjur	1-7-97	9·20		
Dumjur to Bargachia	2-10-97	5·37		
Bargachia to Maju	4-5-98	5·50		
Maju to Amta	1-6-98	6·62		
			27·19	
Champadanga branch—				
Bargachia to Jagatbalabpur	2-10-97	1·50		
Jagatbalabpur to Autpur	1-6-04	8·50		
Autpur to Champadanga	24-8-08	6·68		
			16·68	
TOTAL OPEN MILEAGE	...	...		43·87
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Autpur to Rajbulhat (sanctioned on 20th March 1902, but commencement of work not yet authorised).	...	3·50	3·50	3·50
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	47·37

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pynkado on the sections from Bargachia to Amta and from Bargachia to Jagatbalabpur. The line from Jagatbalabpur to Champadanga is laid with steel rails 30 lbs. to the yard. The remainder of the line is relaid with steel rails 35 lbs. to the yard.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients.—The line is practically level throughout.

Agreements and Local Government orders—

Agreement, dated the 12th June 1889, *between the District Board of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company*, as to the grant of a concession to the Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Board.

Agreement, dated the 27th September 1889, *between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company*, as to the grant of a concession to the Tramways Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Commissioners.

Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 111, dated the 26th March 1895, authorising the construction of a tramway from Howrah to Amta.

Agreement, dated the 3rd May 1897, *between the District Board of Howrah and the Bengal District Road Tramways Company (Howrah-Amta)*, in amendment of the agreement of 12th June 1889.

Agreement, dated the 16th August 1901 (supplemental to the agreements of 1889 and 1897), *between the District Board of Howrah and the Howrah-Amta Light Railway Company*, as to the construction and working of an extension from Jagatbalabpur to Autpur.

Howrah-Amta Extension order published under the Bengal Government, Railway Department, Notification No. 75-R., dated the 7th April 1902, authorising the construction of the extension from Jagatbalabpur to Autpur.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 44}}{\text{Sub-head (a)}}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

Main provisions of agreements and Local Government orders—

(i) *Land.*—Provided at the cost of Company, other than one side of portions of the road between Howrah and Amta the free use of which is authorised for the purpose of laying the line only.

(ii) *Aid by the District Board.*—The District Board of Howrah either exempt the Company from the tax on account of road cess, or exact only a nominal tax for a period of 21 years, with power of renewal. The Municipal Commissioners reserve the power to levy a fair and equitable rate of rent at the expiration of 20 years.

The District Board also pay to the Company, by way of interest on the capital expended, such sum of money as may be required to make the net profits of the Company equivalent to a dividend at the rate of 4 per cent per annum, provided that the Board is not involved on this account in a greater liability than Rs. 1,100 per annum per mile constructed and opened with a maximum of Rs. 28,000 per annum.

(iii) *Distribution of profits.*—Net profits in excess of 4 per cent upon the capital for the time being of the Company is divisible in equal proportions between the District Board of Howrah and the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to Local Government.

(v) *Special obligations as to the conveyance of:*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at the end of every 7 years thereafter, the District Board of Howrah, in conjunction with the District Board of Hooghly and the Municipality of Howrah, have by giving 6 months' notice, the right of purchasing the line by paying to the Company its value as a dividend-earning investment, together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+) or share of net profits to, (—) the District Board.	Total income, [column 5 + or — column 7.]	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903 .	28·69	13,15,227	2,77,451	1,35,876	10·33	—30,921	1,04,955	7·98	186	51·13
1904 .	37·19	16,16,304	2,97,790	1,55,718	9·63	—35,715	1,20,003	7·42	170	47·71
1905 .	37·19	16,41,552	3,28,722	1,79,429	10·92	—39,563	1,39,866	8·52	170	45·42
1906 .	37·19	18,23,741	3,51,163	1,77,670	9·74	—38,681	1,38,989	7·62	182	49·45
1907 .	37·19	18,83,829	3,70,554	2,03,938	10·79	—40,536	1,62,802	8·64	192	45·13
1908 .	43·87	21,57,189	3,93,131	1,96,412	9·10	—38,678	1,57,734	7·31	193	50·67
1909 .	43·87	21,80,794	4,37,054	2,10,668	9·66	—40,935	1,69,733	7·78	191	51·79
1910 .	43·87	22,24,279	4,83,490	2,15,290	9·67	—45,732	1,69,498	7·62	212	55·48
1911 .	43·87	23,03,904	4,99,121	2,52,728	10·97	—53,751	1,98,977	8·63	219	49·36
1912 .	43·87	22,94,838	5,59,302	3,05,869	13·33	—66,179	2,39,710	10·44	245	45·32

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 45}{\text{Sub-head } (a)}$ **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—

Running powers—

Home line over foreign line :—

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, for passenger and goods trains, 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Kadamtala to Chanditala	2-8-97	8·88		
Chanditala to Kistrampur	10-9-97	3·25		
Kistrampur to Sheakhala	7-11-97	4·75		
			17·88	
Janai branch—				
Chanditala to Janai.	5-5-98	2·87	2·87	
				19·75

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25-lb. to the yard, laid on cross sleepers of pynkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 144 feet radius at Howrah town.

Gradients.—The line is practically level throughout.

Agreements and Local Government order—

Agreement, dated the 12th June 1889, *between the District Board of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
Agreement, dated the 16th July 1889, *between the District Board of Hooghly and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
Agreement, dated the 27th September 1889, *between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
} as to the grant of a concession of the right to construct, maintain and work a tramway from Howrah to Sheakhala.

The Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 112, dated the 26th March 1895, authorising the construction of the line from Howrah to Sheakhala.

Agreement, dated the 10th January 1898, *between the District Board of Hooghly and the Bengal District Road Tramways Company (Howrah-Sheakhala)*, providing for an increase in the amount of subsidy guaranteed to be paid by the District Board.

Main provisions of agreements and Local Government order—

(i) *Land.*—Provided at the cost of the Company, other than one side of portions of the road between Howrah and Sheakhala, the free use of which is authorised for the purpose of laying the line, subject to the reservation in the case of the Municipal Commissioners of Howrah of the power of levying a fair and equitable rate of rent per mile of line for the use of the roads within their jurisdiction after the expiration of 20 years from date of agreement.

(ii) *Aid by the local authority.*—The District Board of Howrah, for 21 years, with power of renewal, exempt the company from the tax on account of road cess, or exact only a nominal tax; and the District Board of Hooghly guarantee to make up the net profit of the Company equivalent to a dividend of 4 per cent per annum on the capital actually paid up and expended, subject to a maximum of Rs. 950 per annum per mile of line constructed and open.

(iii) *Distribution of profits.*—Net profits in excess of 4 per cent upon the capital outlay are divisible between the District Board of Hooghly and the Company in proportion of $\frac{1}{4}$rd to the former and $\frac{3}{4}$rds to the latter.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 45}{\text{Sub-head } (a)}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

Main provisions of agreements and Local Government order—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vi) *Power of the Local authority to determine agreement.*—The District Board of Howrah or that of Hooghly, each in conjunction with the other and with the Municipal Commissioners of Howrah, have the right of determining the agreement and purchasing the line after 21 years from the date of the Local Government order authorising its construction. If purchased by the District Board of Howrah the price will be equal to the value of the whole line, *plus* a bonus of 20 per cent thereon; if purchased by the District Board of Hooghly the price will be the value of the whole line, *plus* a bonus of 15 per cent thereon,

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of net profits to, (−), the District Board.	Total income.	Percentage of total income on total capital outlay given in column(3)	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903 . . .	19·75	6,22,091	87,049	33,387	5·37	−1,037	32,350	5·20	77	61·65
1904 . . .	19·75	6,17,198	86,257	39,139	6·34	−2,747	36,392	5·90	76	54·63
1905 . . .	19·75	6,19,894	88,266	38,128	6·15	−2,419	35,709	5·76	78	56·80
1906 . . .	19·75	6,28,896	90,595	37,047	5·94	−2,548	34,499	5·53	80	59·11
1907 . . .	19·75	6,24,966	95,232	39,226	6·28	−2,728	36,498	5·84	84	58·81
1908 . . .	19·75	6,33,299	1,01,052	34,303	5·42	−2,987	31,316	4·94	89	66·05
1909 . . .	19·75	6,50,458	1,07,476	38,522	5·92	−3,595	34,927	5·37	104	64·16
1910 . . .	19·75	6,56,173	1,19,792	63,350	9·65	−5,032	58,318	8·88	116	47·11
1911 . . .	19·75	6,56,138	1,26,090	62,171	9·48	−4,666	57,505	8·76	123	50·68
1912 . . .	19·75	6,61,685	1,41,087	74,861	11·31	−6,785	68,076	10·28	137	46·93

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 46. Sub-head (a) **JAGADHRI LIGHT RAILWAY** (2′ 0″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total
1	2	3	4
Jagadhri station to Jagadhri city	11-8-11	3·31	3·31

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. flat-footed steel rails laid on sál and deodar sleepers.

Ballast.—The line is ballasted for about a furlong in one place only, and the remainder is being ballasted gradually with brick bats.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Local Government order—

The Jagadhri Light Railway Company order of 1908, published under the Punjab Government Notification No. 754, dated the 15th December 1909, as to the construction, maintenance and working of a steam tramway from Jagadhri station to Jagadhri city.

Main provisions of Local Government order—

(i) *Land.*—Except the portions of the District Board and provincial roads in the district of Ambala which the line is authorised to cross, all land for the purpose of the undertaking is provided at the cost of capital.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole of the profits belong to the Company.

(iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } Not
(*b*) Government bullion and coin.— } specified.

(vi) *Power of the Government to determine contract.*—At the expiry of 21 years after first opening throughout for traffic, or at subsequent intervals of 10 years, the local authority, by giving 12 months' notice, has the right to terminate the contract and purchase the undertaking, with the previous sanction of the Local Government, by paying to the Company 25 times the yearly average net earnings of the line during the 3 years preceding the purchase with a maximum of 120 and minimum of 100 per cent of the cost price.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)]—None specified.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	3·31	1,05,600	17,003	503	0·47	9	23·64
1912	3·31	1,11,266	25,033	1,720	1·54	145	23·13

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 47}}{\text{Sub-head (a)}}$. **JORHAT (PROVINCIAL) RAILWAY** (2′ 0″ gauge)—

This line, originally known as the "Kokila Mookh tramway" or the "Kokila Mookh State railway," was constructed for the convenience of the numerous tea-gardens in the neighbourhood of Jorhat.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Gosaigaon to Jorhat	15-12-84	7·00		
Jorhat to Dhali river	15-12-84	9·50		
Dhali river to Titabar	16-7-87	1·75		
			18·25	
Cold weather line—				
Gosaigaon to Borghop	22-10-01	4·75		
Borghop to a point further down the river	3-12-11	2·50		
			7·25	
Mariani branch—				
Chenimara Junction to Mariani	7-1-85	7·00		
			7·00	
				32·50

Details of construction—

Permanent-way.—2·51 miles between Jorhat and Gosaigaon are laid with steel rails, 30 lbs. to the yard. About a mile, between Jorhat and Chenimara, 1·75 miles, between Chenimara and Mariani, and 0·75 mile, between Chenimara and Titabar, are laid with steel rails, 25 lbs. to the yard. The rest of the line, including the section from Gosaigaon to Borghop and the alternative cold weather section across Gosaigaon channel, is laid with steel rails, 18 lbs. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—The ruling gradient is about 1 in 800, except on the Jorhat-Chenimara section where it is 1 in 400.

Contract—

Nil.—The construction of the line out of Provincial revenues by the Administration of Assam was approved by the Government of India in their letter No. 691 R. C., dated the 11th August 1882. The maintenance and working of the line are carried on by the Provincial Government.

Statistics of working (Those for the periods prior to 1903 will be found in **Appendix 38** to the Report for 1907.)—

	TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1903	30·25	9,03,343	90,710	13,594	1·50	36,408	—22,814	58	85·01
1904	30·25	9,03,781	74,293	—3,840	...	36,260	—40,100	47	105·17
1905	30·25	9,08,441	76,600	2,458	0·27	36,480	—34,022	48	96·87
1906	31·75	9,09,185	92,540	12,995	1·43	32,515	—19,520	59	85·96
1907	31·75	9,29,798	91,667	523	0·06	31,723	—31,200	55	99·43
1908	31·75	9,29,930	1,01,096	11,258	1·21	31,681	—20,423	62	88·86
1909	31·65	9,59,583	99,538	11,283	1·18	31,748	—20,465	60	88·66
1910	30·00	9,65,204	95,976	7,529	0·78	31,959	—24,430	59	92·16
1911	32·00	9,72,295	1,09,457	31,354	3·22	32,885	—1,531	70	71·35
1912	32·50	9,84,343	1,22,406	33,065	3·36	33,541	—473	79	72·93

APPENDIX 9—*concld.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 48}}{\text{Sub-head (a)}}$. **PIPAR ROAD-BHAVI LIGHT RAILWAY** (2′ 0″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Pipar Road to Bhavi	25-11-10	19·00		
Bhavi to Bilara	1-8-12	6·00	25·00	

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. steel rails on deodar and sál sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 478 feet.

Gradients.—The ruling gradient is 1 in 600—except in the sections from mile 6·38 to mile 6·76 and from mile 7 to mile 7·53, where the gradient is 1 in 100 in cuttings.

Agreement—

Nil.—The line was constructed and is owned and worked by the Jodhpur Durbar.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1910 . .	19·00	1,95,767	1,732	632	0·32	17	63·51
1911 . .	19·00	2,51,555	15,996	5,246	2·08	16	67·20
1912 . .	25·00	2,74,857	22,986	5,509	2·00	18	76·03

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	I. Apparel including drapery, habordashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the public and foreign railways.		1. Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*k*).	Bengal-Nagpur	464	10,127	3,033,737	81,04,344	15,147	2,01,883
2	(*a*), (*c*) to (*f*) & (*m*) to (*o*).	Bombay, Baroda and Central India.	3,313	39,454	223,396	6,49,204	160,996	25,43,663
3	...	Eastern Bengal* ...	3,259	34,076	1,057,069	9,87,486	2,831	14,258
4	...	East Indian* ...	3,769	90,526	9,008,151	3,03,75,780	43,481	3,52,542
5	(*a*) to (*h*)	Great Indian Peninsula* ...	2,958	91,071	872,435	26,03,853	357,185	83,07,948
6	(*a*) to (*l*)	Madras and Southern Mahratta*	1,321	21,703	222,952	12,79,212	134,323	16,92,182
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	287	3,847	357,387	11,49,334	10,263	71,044
8	(*a*) to (*m*)	North Western* ...	5,763	1,42,030	483,487	9,8 ,377	149,954	19,09,315
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	1,386	25,456	195,763	4,91,441	12,012	52,995
10	...	South Indian*	393	9,684	37,896	94,001	73,370	4,63,918
		3′ 3¾″ gauge.						
11	...	Assam-Bengal	310	3,314	74,251	2,59,444	4,771	34,719
12	...	Bengal and North-Western ...	1,081	15,773	160,872	3,55,951	4,898	39,696
13	...	Bengal Dooars	123	1,405	33,715	1,50,331	11	103
14	...	Bhavnagar	297	1,803	14,299	15,563	4,611	23,491
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	944	18,443	120,122	2,20,202	80,470	7,64,559
15	...	Burma	1,100	16,862	10,165	1,15,441	14,205	62,374
16	...	Dibru-Sadiya	...	...	5,77,658	6,18,798	...	...
17	(*a*) & (*b*)	Gondal-Porbandar ...	155	516	4,726	8,841	2,264	7,166
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	188	3,663	14,400	52,051	31,579	3,99,872
18	...	Jamnagar	24	8	501	619	6	20
19	...	Jodhpur-Bikaner ...	433	4,486	20,034	22,692	33,249	1,04,994
20	...	Junagad	141	746	784	1,104	4,250	15,660
21	...	Morvi	10	67	1,677	2,981	492	2,949
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	422	3,063	4,853	4,864	850	3,400
23	...	Udaipur-Chittorgarh ...	11	114	439	430	2,621	11,798
		Carried over ...	28,652	5,38,237	16,529,769	4,85,53,344	1,152,859	1,70,80,849

* Including 3′ 3¾″ and 2′ 6″ gauge railways.

DIX 10.

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

III.								
COTTON—*(continued on following page)*								NUMBER.
2. MANUFACTURED.								
(a) Twist and yarn, European.		(b) Twist and yarn, Indian.		(c) Piece-goods, European.		(d) Piece-goods, Indian.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
10	11	12	13	14	15	16	17	18
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
4,375	37,055	19,388	2,40,901	10,926	1,33,575	16,897	1,79,867	1
1,377	29,106	14,218	2,18,951	32,125	10,07,439	19,164	3,01,349	2
1,298	11,551	5,319	47,385	32,370	3,47,876	4,105	33,893	3
1,247	33,412	17,551	1,75,536	69,114	16,55,932	11,864	1,75,759	4
14,597	2,69,813	20,344	2,00,359	63,683	15,13,355	27,889	4,85,182	5
10,346	1,04,829	20,233	2,34,274	18,350	2,74,990	13,496	2,00,072	6
4,576	47,077	3,238	39,341	3,249	44,093	1,581	18,509	7
1,027	15,498	8,867	1,72,370	80,526	7,88,922	37,103	8,00,339	8
1,964	17,962	7,358	62,209	13,179	1,00,811	8,316	76,532	9
4,010	40,299	16,668	1,53,497	12,111	1,82,772	7,182	91,482	10
498	2,977	794	5,431	3,978	38,758	1,190	8,130	11
260	3,238	5,560	78,872	23,182	2,42,013	8,021	81,518	12
22	161	83	594	698	6,518	...	...	13
...	...	1,431	5,321	196	668	1,493	7,528	14
651	12,524	15,483	3,00,604	17,524	2,86,417	25,487	6,24,638	2
1,927	30,849	2,259	38,563	9,710	1,48,206	1,101	22,798	15
...	...	...	...	...	...	...	...	16
...	...	779	2,440	8	10	3,239	16,061	17
592	10,181	1,029	17,493	1,343	22,290	1,235	18,181	7
27	76	53	123	24	85	84	260	18
9	94	1,254	8,833	3,074	31,867	4,155	29,194	19
36	98	182	514	234	1,249	356	1,530	20
...	...	69	354	133	759	221	1,146	21
110	532	2,522	11,710	2,212	13,124	2,130	18,084	22
1	4	36	278	233	1,834	345	2,639	23
48,950	6,67,240	164,729	20,79,431	348,737	68,43,613	190,714	31,97,691	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the Public and foreign railways.		1. Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9
		Brought forward ...	Tons. 28,652	Rs. 5,38,237	Tons. 16,529,769	Rs. 4,85,53,344	Tons. 1,152,859	Rs. 1,70,80,849
		2' 6" gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	42	341	3,620	11,422	14,300	71,576
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light ..	...	3	1,094	587	1	4
32	...	Cutch	...	1	96	243	29	10
33	...	Dehri-Rohtas Light ...	...	...	4,371	6,595	...	...
34	...	Dholpur-Bari	2	10	329	209	328	926
36	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj	1	3	...	...	38	61
1	(f)	Parlakimedi Light ...	1	1	292	115	...	...
22	(c)	Powayan Light ...	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	18	105	349	434	38	90
41	...	Tarkeswar-Magra Light ...	2	4	256	411	...	...
42	...	Tezpore-Balipara Light ...	...	...	7,750	20,491	28	144
		2' 0" gauge.						
43	...	Darjeeling-Himalayan ...	201	5,898	3,393	29,778	4	94
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light ...	...	...	95	69	1,039	106
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	...	3	256	566	129	446
		Total 1912 ...	28,919	5,44,607	16,551,670	4,86,24,234	1,168,793	1,71,54,306
		Total 1911 ...	26,009	5,17,403	14,517,090	4,13,62,974	1,021,646	1,35,99,371
		Increase ...	2,910	27,204	2,034,580	72,61,290	147,147	35,54,935
		Decrease ...	...	...	...	...	...	...

c

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

III.

COTTON—*continued on following page.*

2. MANUFACTURED.								NUMBER.
(*a*) Twist and yarn, European.		(*b*) Twist and yarn, Indian.		(*c*) Piece-goods, European.		(*d*) Piece-goods, Indian.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
10	11	12	13	14	15	16	17	18
Tons. 48,950	Rs. 6,67,340	Tons. 164,729	Rs. 20,79,431	Tons. 343,737	Rs. 68,43,613	Tons. 190,714	Rs. 31,97,691	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
88	388	423	1,707	388	2,584	465	2,209	28
...	...	...	...	...	...	...	...	29
	...	...	4	8	22	35	84	31
84	264	...	...	171	564	...	...	32
...	...	...	...	...	...	...	...	33
...	...	26	68	37	102	29	99	34
not furnished.	...	...	...	...	...	...	...	38
...	...	46	124	71	194	1	5	1
1	1	301	373	29	36	28	39	1
...	...	...	...	...	...	...	...	22
...	1	27	103	1,082	5,460	124	465	40
5	8	1	1	29	61	...	...	41
...	...	...	...	...	...	...	...	42
1	32	94	3,054	358	10,843	146	4,741	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	37	30	46
...	...	...	...	...	...	...	...	47
		21	38	4	7	50	122	48
49,131	6,68,038	165,671	20,84,903	350,914	68,68,486	191,629	32,05,485	
40,935	5,78,528	151,848	18,94,548	310,620	59,45,855	179,152	29,72,766	
8,196	89,510	13,823	1,90,355	40,294	9,17,631	12,477	2,32,719	
...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total uantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	III—*concld.*				IV.	
			Cotton—*concld.*		Total.		Chemicals, excepting saltpetre.	
			2 Manufactured—*concld.*					
			(e) Others.					
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
19	20	21	22	23	24	25	26	27
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	635	11,355	61,368	8,04,639	996	14,355
2	(*a*), (*c*) to (*f*) & (*m*) to (*o*).	Bombay, Baroda and Central India.	1,334	36,040	238,214	41,36,578	3,043	52,613
3	...	Eastern Bengal*	...	...	45,923	4,57,917	3,753	37,622
4	...	East Indian*	2,135	73,449	145,392	24,66,630	9,097	1,43,159
5	(*a*) to (*h*)	Great Indian Peninsula* ...	2,434	65,596	486,182	1,09,02,753	3,358	68,449
6	(*a*) to (*d*)	Madras and Southern Mahratta*	1,654	21,615	198,902	25,27,962	3,137	35,300
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	158	1,982	23,065	2,22,046	393	4,302
8	(*a*) to (*m*)	North Western*	2,228	50,924	229,705	37,37,368	5,048	1,06,600
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	937	10,543	43,766	3,21,052	1,825	16,881
10	...	South Indian*	1,487	16,543	114,788	9,51,501	2,012	29,019
		3′ 3¾″ gauge.						
11	...	Assam-Bengal	13	121	11,244	90,166	806	6,679
12	...	Bengal and North-Western ...	740	9,284	42,661	4,54,621	22,564	1,10,263
13	...	Bengal Dooars	69	707	889	8,083	736	10,223
14	...	Bhavnagar	...	1	7,731	37,029	43	314
2	(*b*) & (*g*) to (*i*)	Bombay, Baroda and Central India.	953	16,819	140,573	20,05,861	568	6,360
15	...	Burma	217	3,171	29,479	3,05,961	55	1,197
16	...	Dibru-Sadiya	220	1,748	220	1,748	...	...
17	(*a*) & (*b*)	Gondal-Porbandar ...	149	535	6,434	26,212	38	145
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	20	291	35,858	4,68,308	52	589
18	...	Jamnagar	7	12	201	581	8	40
19	...	Jodhpur-Bikaner ...	107	1,083	41,848	1,76,065	747	5,467
20	...	Junagad	...	...	5,058	19,051	12	51
21	...	Morvi	21	130	936	5,338	24	168
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	84	546	7,968	47,396	1,067	6,680
23	...	Udaipur-Chitorgarh ...	33	216	3,269	16,769	12	78
		Carried over ...	15,635	3,22,711	1,921,624	3,01,91,635	59,397	6,56,554

* Including 3′ 3¾″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.)

V.								Number.
DRUGS.						Total.		Main head.
1. Intoxicating other than opium.		2. Non-intoxicating.						
		(a) Medicinal preparations.		(b) Others.				
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
28	29	30	31	32	33	34	35	36
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
31	703	...	...	1,097	18,804	1,128	19,507	1
14	480	298	8,753	1,442	27,836	1,754	37,069	2
2	39	519	7,893	805	12,421	1,326	20,353	3
88	1,672	1,072	38,452	2,737	48,319	3,897	88,443	4
118	3,739	572	18,024	2,953	56,409	3,643	78,172	5
59	712	1,046	20,921	4,082	49,361	5,187	70,994	6
...	2	96	1,509	642	5,190	738	6,701	7
249	4,441	1,025	31,554	7,958	1,24,030	9,232	1,60,025	8
51	1,357	234	3,998	618	6,336	903	11,691	9
250	1,255	425	13,615	4,554	40,795	5,229	55,665	10
...	...	156	2,299	46	385	202	2,684	11
66	856	121	1,951	1,677	16,549	1,864	19,356	12
...	...	46	714	8	119	54	833	13
...	...	25	166	46	254	71	420	14
27	320	99	1,251	1,756	19,178	1,882	21,249	2
2	43	260	5,487	575	6,585	837	12,115	15
...	...	...	...	500	2,413	500	2,413	16
...	...	33	167	1	5	34	172	17
3	41	15	257	71	969	89	1,267	7
10	25	32	178	9	23	51	226	18
8	87	40	755	542	4,519	590	5,361	19
...	...	23	179	53	275	76	454	20
...	...	38	248	...	...	38	248	21
20	283	30	260	311	2,322	361	2,865	22
...	2	2	17	14	130	16	149	23
998	16,557	6,207	1,58,648	32,297	4,43,227	39,502	6,18,432	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	III—*concld.*				IV.	
			Cotton—*concld.*		Total.		Chemicals, excepting saltpetre.	
			2 Manufactured—*concld.*					
			(e) Others.					
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
19	20	21	22	23	24	25	26	27
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	15,635	3,22,711	1,921,624	3,01,91,635	59,397	6,56,554
		2′ 6″ gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	130	916	15,797	79,380	54	237
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	...	...	44	114	...	...
32	...	Cutch	...	...	284	838	...	...
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari	...	...	420	1,195	...	1
38	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj	2	6	158	390	4	11
1	(f)	Parlakimedi Light ...	3	5	362	454	5	15
22	(c)	Powayan Light... ...	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	6	32	1,277	6,151	9	51
41	...	Tarkesaur-Magra Light ...	...	...	35	70	4	7
42	...	Tezpore-Balipara Light ...	...	...	28	144	...	...
		2′ 0″ gauge.						
43	...	Darjeeling Himalayan ...	29	742	632	19,506	25	604
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light	31	179	1,107	306	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	76	224	282	841	...	1
		Total 1912 ...	15,912	3,24,806	1,942,050	3,03,01,024	59,498	6,57,511
		Total 1911 ...	12,772	2,53,985	1,716,973	2,52,45,053	61,355	6,27,057
		Increase ...	3,140	70,821	225,077	50,55,971	...	30,454
		Decrease ...	...	...	...	...	1,857	...

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

V.								Number.
DRUGS.						Total.		Main head.
I. Intoxicating other than opium.		2. Non-intoxicating.						
		(a) Medicinal preparations.		(b) Others.				
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity	Earnings.	
28	29	30	31	32	33	34	35	36
Tons 9·8	Rs. 16,557	Tons. 6,207	Rs 1,58,643	Tons. 32,297	Rs. 4,43,227	Tons. 39,502	Rs. 6,18,432	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
...	...	10	54	82	373	92	427	28
...	...	...	...	...	...	...	...	29
...	...	1	6	...	...	1	6	31
...	...	2	8	...	...	2	8	32
...	...	...	...	...	...	...	...	33
...	...	...	1	...	2	...	3	34
not furnished	...	...	...	...	...	...	...	38
...	...	...	...	98	171	98	171	1
...	...	...	...	9	12	9	12	1
...	...	...	...	...	...	...	...	22
...	1	1	3	4	20	5	24	40
...	...	2	5	...	...	2	5	41
...	...	...	...	17	85	17	85	42
...	...	139	2,554	22	709	161	3,263	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	46
...	...	...	...	...	...	...	...	47
2	5	1	3	1	2	4	10	48
1,000	16,563	6,363	1,61,282	32,530	4,44,601	39,893	6,22,446	
1,355	22,778	5,312	1,42,022	31,736	4,31,054	38,403	5,95,854	
...	...	1,051	19,260	794	13,547	1,490	26,592	
355	6,215	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	VI—Dyes					
			(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
37	38	39	40	41	42	43	44	45
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	102	1,347	837	9,477	57	409
2	(*a*), (*e*) to (*f* & (*m*) to (*o*)	Bombay, Baroda and Central India.	1,951	43,363	365	4,569	59	1,302
3	...	Eastern Bengal*... ...	...	...	442	4,068	53	414
4	...	East Indian*	789	12,490	1,754	21,056	734	16,976
5	(*a*) to (*k*)	Great Indian Peninsula* ...	4,044	85,335	1,309	27,499	144	2,970
6	(*a*) to (*l*)	Madras and Southern Mahratta*	1,052	13,809	270	2,457	710	10,466
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	563	5,811	60	428	14	179
8	(*a*) to (*m*	North Western* ...	1,045	22,667	103	1,131	819	14,496
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	685	5,273	466	2,944	124	686
10	...	South Indian*... ...	845	8,261	213	2,086	178	1,516
		3′ 3½″ gauge.						
11	...	Assam-Bengal	...	...	26	113	...	...
12	...	Bengal and North-Western ...	296	2,779	1,588	13,795	622	5,368
13	...	Bengal Dooars	...	...	4	14	...	...
14	...	Bhavnagar	77	357	2	9	...	4
2	(*b*) & (*g*) to (*l*).	Bombay, Baroda and Central India.	1,140	25,802	348	3,954	154	1,917
15	...	Burma	10	176	1,659	18,090	...	4
16	...	Dibru-Sadiya	...	...	...	...	...	...
17	(*a*) & (*b*)	Gondal-Porbandar ...	3	16	1	2	...	...
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	61	854	114	1,553	14	231
18	...	Jamnagar	5	26	...	1	...	...
19	...	Jodhpur-Bikaner ...	107	819	6	50	54	615
20	...	Junagad	16	86	8	28	...	1
21	...	Morvi	1	5	2	7	...	...
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	30	158	708	3,820	15	53
23	...	Udaipur-Chitorgarh ...	11	60	...	...	...	3
		Carried over ...	12,833	2,29,494	10,235	1,17,151	3,751	57,610

*Including 3′ 3½″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

continued on following page.

AND TANS.

(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
46	47	48	49	50	51	52	53	54
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
29,491	2,72,648	2,013	6,872	7,767	73,330	1,072	13,140	1
256	2,233	880	4,996	3,046	51,835	2,335	44,507	2
...	...	...	...	3,458	22,284	474	5,424	3
7,306	51,190	4,152	7,486	6,707	1,20,171	5,598	51,630	4
25,778	1,76,127	15,124	61,622	16,382	2,87,568	3,069	35,079	5
12,251	60,675	38,428	2,30,459	25,332	1,74,113	1,698	16,587	6
334	2,305	7,736	30,416	3,077	30,469	152	1,663	7
449	5,869	2,652	8,258	6,991	98,706	9,217	1,05,303	8
66	404	177	501	3,447	26,000	729	8,379	9
1,899	8,776	9,051	35,705	6,798	47,932	1,106	14,888	10
...	...	44	140	189	2,214	9	93	11
279	1,903	2	27	5,630	55,347	853	6,875	12
...	...	...	...	50	301	62	733	13
42	145	32	122	93	433	434	1,729	14
221	2,320	1,742	9,539	3,360	39,516	1,930	19,471	2
60	416	401	3,642	2,361	18,873	139	1,768	15
...	...	...	...	...	...	...	...	16
5	10	...	...	232	490	30	99	17
74	606	1,366	2,346	399	4,750	58	669	7
3	8	...	...	16	32	41	154	18
47	262	1,343	7,749	395	2,615	4,503	14,092	19
9	43	1	4	78	350	67	335	20
2	3	114	321	14	67	...	...	21
21	123	25	62	932	6,102	279	1,264	22
2	13	13	54	56	345	35	245	23
78,595	5,86,082	85,306	4,10,521	96,810	10,63,883	33,920	3,44,127	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No of Railway (Detailed in "Index" to Appendix 9).		Railway system.	VI—Dyes					
			(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
37	38	39	40	41	42	43	44	45
		Brought forward ...	Tons. 12,823	Rs. 2,23,494	Tons. 10,235	Rs 1,17,151	Tons. 3,751	Rs. 57,610
		2' 6" gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Barasat-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	21	111	68	236	...	1
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shevrajpur Light	...	...	...	...	...	...
32	...	Cutch	...	...	...	...	...	...
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Pari	1	1	...	...	...	...
38	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj	...	...	3	7	...	...
1	(f)	Parlakimedi Light ...	...	...	1	1	...	...
22	(e)	Powayan Light	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	...	...	4	21	...	...
41	...	Tarkeswar-Magra Light ...	...	...	...	...	...	...
42	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
43	...	Darjeeling-Himalayan ...	...	...	4	89	...	...
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light	...	...	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	4	9	2	4	2	3
		Total 1912 ...	12,859	2,23,615	10,317	1,17,509	3,753	57,614
		Total 1911 ...	11,231	2,11,452	9,579	1,18,421	4,597	76,525
		Increase ...	1,628	18,163	738	...	...	...
		Decrease ...	...	...	...	912	844	18,911

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

continued on following page.

AND TANS.

(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
46	47	48	49	50	51	52	53	54
Tons. 78,595	Rs. 5,86,082	Tons. 85,306	Rs. 4,10,521	Tons. 96,810	Rs. 10,63,883	Tons. 33,920	Rs. 3,44,127	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
24	121	248	802	475	1,426	154	654	28
...	...	...	...	...	...	...	...	29
...	...	...	...	2	9	10	15	31
...	1	...	...	2	4	23	61	32
...	...	...	...	...	...	...	...	33
...	...	1	2	6	17	4	8	34
net furnished	...	...	...	...	...	...	...	38
439	799	5	2	9	23	2	8	1
13	12	113	127	92	107	3	4	1
...	...	...	...	...	...	...	...	22
13	52	20	87	166	725	41	170	40
...	...	1	2	2	2	2	3	41
...	...	...	...	...	...	...	...	42
...	...	...	...	10	207	35	869	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	...	...	28	21	4	3	46
...	...	...	...	...	...	...	...	47
...	...	2	6	6	14	9	15	48
79,084	5,87,067	85,696	4,11,549	97,608	10,66,488	34,207	3,45,937	
76,355	6,23,049	83,395	4,07,582	86,520	9,56,712	42,835	3,38,795	
2,729	...	2,301	3,967	11,088	1,09,726	...	7,142	
...	35,982	...	...	...	...	8,628	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	VI.—*concld.* Dyes and tans—*concld.* Total.		VII. Fodder. (1) Oil-cake.		(2) Hay, straw and grass.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
55	56	57	58	59	60	61	62	63
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*k*).	Bengal-Nagpur	41,339	3,77,223	10,654	52,895	14,756	44,171
2	(*a*), (*c*) to (*f*) & (*m*) to (*o*).	Bombay, Baroda and Central India.	8,902	1,52,805	9,383	60,759	131,953	8,92,956
3	...	Eastern Bengal*	4,427	32,190	20,080	60,188	20,101	49,168
4	...	East Indian*	27,040	2,80,999	53,036	2,56,007	18,957	58,349
5	(*a*) to (*k*)	Great Indian Peninsula* ...	65,950	6,76,200	11,641	88,697	103,218	6,07,058
6	(*a*) to (*l*)	Madras and Southern Mahratta*	79,741	5,08,566	13,643	67,088	39,638	1,73,011
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	11,936	71,271	2,591	16,076	7,209	36,344
8	(*a*) to (*m*)	North Western* ...	21,276	2,56,430	25,522	82,951	75,350	3,04,556
9	(*a*) & (*l*)	Oudh and Rohilkhand ...	5,694	44,187	9,110	36,878	13,357	36,007
10	...	South Indian*	20,090	1,16,164	23,991	1,52,473	3,239	7,677
		3′ 3¾″ gauge.						
11	...	Assam-Bengal	268	2,560	5,601	20,672	803	9,802
12	...	Bengal and North-Western ...	9,220	86,024	12,280	26,624	2,541	8,696
13	...	Bengal Dooars	116	1,048	2,270	16,348	294	2,057
14	...	Bhavnagar	83	2,799	1,417	4,492	20,136	58,911
2	(*b*) & (*g*) to (*l*).	Bombay, Baroda and Central India.	8,925	1,02,519	5,930	30,053	60,368	2,40,735
15	...	Burma	4,080	43,109	2,675	18,291	1,610	6,355
16	...	Dibru-Sadiya	...	...	...	...	...	...
17	(*a*) & (*b*)	Gondal-Porbandar ...	271	617	561	1,892	16,898	32,743
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	2,086	11,049	831	4,258	5,895	18,378
18	...	Jamnagar	65	221	29	75	2,396	4,572
19	...	Jodhpur-Bikaner ...	6,455	26,202	364	1,244	11,059	30,822
20	...	Junagad	179	847	98	208	11,672	25,754
21	...	Morvi	138	403	26	80	11,125	23,874
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	2,010	11,585	656	2,430	8,008	10,621
23	...	Udaipur Chitorgarh ...	117	720	13	59	3,204	7,783
		Carried over ...	321,459	28,88,38	212,402	9,80,888	583,907	26,96,395

* Including 3′ 3¾″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

				VIII.		IX—(*continued on following page*).		Number.
						Grain and pulse.		
(3) Bran.		Total.		Fruits and vegetables, fresh.		(1). Gram and pulse.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
64	65	66	67	68	69	70	71	72
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
3,174	23,218	28,584	1,20,284	13,203	1,12,175	108,490	8,01,351	1
7,352	53,980	148,688	10,07,695	32,427	1,37,786	124,470	9,42,583	2
1,231	4,824	41,412	1,14,175	28,963	1,32,117	82,127	3,03,255	3
8,037	31,039	80,030	3,45,395	20,542	1,90,645	486,514	32,75,221	4
24,271	1,78,207	139,130	8,73,962	37,550	3,10,753	448,801	46,05,154	5
13,527	49,830	63,808	2,86,929	83,858	5,65,943	235,283	15,19,459	6
2,539	12,334	12,429	64,774	1,892	11,634	25,784	1,26,623	7
23,110	94,038	123,982	4,82,145	58,475	4,27,651	562,543	47,96,791	8
...	...	22,467	72,885	16,168	65,258	124,121	5,13,718	9
2,771	14,361	30,031	1,54,491	74,862	4,86,329	134,239	6,34,577	10
1,194	8 679	7,598	39,173	4,801	34,371	12,037	76,649	11
6,757	23,985	21,578	59,305	101,933	1,80,060	169,213	8,30,866	12
18	149	2,582	18,554	118	1,100	6,053	17,150	13
385	1,5 3	21,938	64,906	583	2,128	6,793	22,717	14
8,404	43,612	74,702	3,13,400	32,975	2,6 ,739	197,905	15,04,041	2
18,582	60,767	22,867	85,513	53,329	4,19,836	25,557	2,06,378	15
...	...	...	...	...	...	4,187	25,145	16
80	143	17,539	34,778	2,558	7,514	3,391	8,183	17
1,792	5,045	8,518	27,681	499	3,483	15,540	1,18,513	7
193	356	2,618	5,003	546	1,423	1,277	1,565	18
5,132	8,493	16,555	40,159	5,035	21,297	102,471	3,61,458	19
192	681	11,962	26,703	1,228	4,325	1,737	4,340	20
245	936	11,396	30,890	837	2,737	6,838	24,889	21
222	934	8,887	13,985	5,763	36,675	43,479	1,37,123	22
17	101	3,234	7,943	179	970	2,135	8,408	23
126,226	6,'3,845	922,535	42,91,128	578,330	34,16,959	2,933,955	2,'8,71,657	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	VI—*concld.*		VII.			
			Dyes and tans—*concld.*		Fodder.			
			Total.		(1) Oil-cake.		(2) Hay, straw and grass.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings	Quantity.	Earnings.
55	56	57	58	59	60	61	62	63
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	321,450	28,08,868	212,402	9,80,888	583,907	26,96,365
		2′ 6″ gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	990	3,351	129	401	321	981
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	12	24	1	2	541	908
32	...	Cutch	25	66	3	8	34	62
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari	12	28	134	223	83	158
38	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj	458	839	5	14	45	122
1	(*f*)	Parlakimedi Light ...	222	251	1	1	12	14
22	(*c*)	Powayan Light	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	244	1,055	2,791	6,001	506	453
41	...	Tarkessur-Magra Light ...	5	7	1,177	1,305	20	22
42	...	Tezpore-Balipara Light ...	...	...	930	2,498	...	553
		2′ 0″ gauge.						
43	...	Darjeeling-Himalayan ...	49	1,165	17	134	15	123
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakbala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light	32	24	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	25	51	5	12	27	91
		Total 1912 ...	323,524	28,15,729	217,595	9,91,492	585,511	26,99,882
		Total 1911 ...	314,512	27,32,536	211,340	9,49,238	368,660	15,19,345
		Increase ...	9,012	83,193	6,255	42,254	216,851	11,80,537
		Decrease ...	...	...	...	...	...	...

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

				VIII.		IX—(*continued on following page*).		NUMBER.
						GRAIN AND PULSE.		
(3) Bran.		TOTAL.		Fruits and vegetables, fresh.		(1) Gram and pulse.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
64	65	66	67	68	69	70	71	72
Tons. 126,226	Rs. 6,13,845	Tons. 922,535	Rs. 42,91,128	Tons. 579,300	Rs. 34,16,959	Tons. 2,933,955	Rs. 2,08,71,657	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
...	...	450	1,382	68	208	7,320	29,690	28
...	...	...	...	...	...	...	...	29
...	...	542	910	11	25	87	160	31
83	161	120	231	44	89	1,597	3,562	32
...	...	...	...	...	...	...	...	33
...	1	217	387	28	60	1,337	1,860	39
not furnished	...	...	...	...	...	...	...	38
2	5	52	141	52	155	80	224	1
6	8	19	23	285	321	1,315	1,500	1
...	...	...	...	...	...	1,008	1,117	22
31	24	3,310	6,478	452	2,302	1,458	3,434	40
3	3	1,200	1,330	2,376	2,195	72	88	41
...	...	930	3,051	...	...	321	1,448	42
98	2,019	130	2,276	53	1,266	1,434	14,751	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	...	...	56	76	...	...	46
...	...	...	...	...	...	...	...	47
...	...	32	103	20	41	257	366	48
126,431	6,16,066	929,537	43,07,440	581,745	34,23,697	2,950,741	2,09,29,857	
69,330	3,56,364	649,330	28,24,947	516,392	30,96,714	2,475,593	1,60,10,045	
57,101	2,59,702	280,207	14,82,493	65,353	3,26,983	475,148	49,19,812	
...	...	...	...	...	...	...	...	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	(2) Jowar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
73	74	75	76	77	78	79	80	81
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*k*).	Bengal-Nagpur	2,728	11,682	96,606	3,92,918	370,391	29,69,881
2	(*a*), (*c*) to (*f*) & (*m*) to (*o*).	Bombay, Baroda and Central India.	151,882	13,41,618	11,191	48,840	71,075	5,07,801
3	...	Eastern Bengal*... ...	...	...	201,268	8,51,215	209,134	6,59,274
4	...	East Indian*	58,461	1,39,214	102,592	3,35,501	412,775	19,44,019
5	(*a*) to (*k*)	Great Indian Peninsula* ...	300,452	27,62,525	3,263	14,650	200,708	16,23,544
6	(*a*) to (*l*)	Madras and Southern Mahratta*	124,268	8,51,465	126,691	6,15,499	293,497	19,13,726
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	42,542	1,96,381	873	5,398	51,977	3,61,902
8	(*a*) to (*m*)	North Western*... ...	68,668	4,20,334	43,136	1,15,078	177,002	11,09,840
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	36,065	1,63,804	2,508	11,790	32,712	1,89,545
10	...	South Indian*	28,508	1,35,748	238,219	11,19,839	223,641	9,59,730
		3′ 3½″ gauge.						
11	...	Assam-Bengal	...	...	68,794	3,22,242	55,699	2,46,594
12	...	Bengal and North-Western ...	4,364	17,134	54,578	2,11,883	310,981	16,34,561
13	...	Bengal Dooars	...	...	8,291	17,876	6,017	16,058
14	...	Bhavnagar	55,630	1,68,286	39	80	7,786	25,509
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	194,654	14,63,567	4,349	39,807	88,710	6,51,541
15	...	Burma	587	5,715	809,946	38,59,906	167,767	8,58,455
16	...	Dibru-Sadiya	...	...	...	...	24,279	1,02,142
17	(*a*) & (*b*)	Gondal-Porbandar ...	32,873	35,743	908	2,717	4,507	11,018
7	(*a*) & (*d*)	Hingoli Branch and Hyderabad Godavari Valley.	69,020	5,37,271	443	623	18,593	96,898
18	...	Jamnagar	6,731	10,289	5	9	1,072	1,809
19	...	Jodhpur-Bikaner ...	54,803	2,40,822	3,596	9,140	33,386	1,45,333
20	...	Junagad	7,227	19,510	105	242	2,612	8,706
21	...	Morvi	24,605	81,555	5	15	532	1,569
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	30,779	82,041	8,409	29,022	9,714	30,907
23	...	Udaipur-Chitorgarh ...	104	389	...	3	854	3,377
		Carried over ...	1,294,891	87,35,093	1,785,815	80,04,293	2,778,421	1,60,74,339

* Including 3′ 3½″ and 2′ 6″ gauge railways.

DIX 10—*contd*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

IX—*concld.*

GRAIN AND PULSE—*concld.*

(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
82	83	84	85	86	87	88	89	90
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
90,936	8,14,715	7,184	46,683	5,561	26,397	681,896	50,63,627	1
153,068	13,85,035	12,944	98,744	105,921	7,87,253	630,551	51,11,874	2
4,296	16,278	15,568	1,00,749	5,858	25,874	518,251	19,55,645	3
474,068	25,88,750	43,030	3,22,469	291,057	16,35,389	1,868,497	1,02,40,553	4
404,437	45,45,517	24,912	1,70,302	120,111	9,54,515	1,502,684	1,46,76,207	5
19,566	1,28,171	10,516	1,06,448	59,979	4,48,538	869,830	55,83,306	6
5,635	36,067	1,977	12,612	1,680	7,228	130,468	7,46,211	7
1,704,409	2,19,21,605	88,756	3,84,707	517,968	51,44,155	3,162,482	3,38,92,510	8
302,098	14,91,801	21,229	1,17,754	190,628	8,56,679	709,301	33,51,091	9
1,191	8,411	7,193	45,943	38,086	1,77,327	674,077	30,81,575	10
30	134	2,230	17,177	193	1,028	138,983	6,63,824	11
118,502	6,82,069	4,583	30,885	233,394	11,65,541	895,615	45,72,939	12
1	7	1,047	6,139	678	2,143	22,087	59,373	13
13,627	43,809	218	867	5,453	15,053	89,546	2,76,321	14
261,119	15,49,697	16,377	1,10,339	224,877	15,10,393	987,991	68,29,385	2
1,571	3,004	10,167	83,908	3,055	19,007	1,018,650	50,36,373	15
...	...	...	...	551	3,735	29,017	1,31,022	16
8,027	20,123	180	523	5,764	16,823	55,650	1,45,730	17
8,533	69,549	821	6,314	326	2,467	113,276	8,31,635	7
1,275	2,718	176	260	3,091	2,436	13,627	19,086	18
172,031	6,85,804	2,925	15,430	259,934	9,85,943	629,146	24,43,930	19
2,311	5,339	108	372	1,110	3,558	15,210	42,067	20
6,641	23,302	108	399	373	1,230	39,072	1,32,459	21
83,218	1,83,784	2,159	7,666	73,849	2,10,328	254,607	6,80,871	22
3,562	14,807	332	1,491	4,248	16,271	11,235	44,743	23
3,840,152	3,62,20,496	274,740	16,88,181	2,153,745	1,40,19,311	15,061,719	10,56,13,370	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	(2) Jowar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
73	74	75	76	77	78	79	80	81
		Brought forward ...	Tons. 1,294,891	Rs. 87,35,093	Tons. 1,785,815	Rs. 80,04,298	Tons. 2,778,421	Rs. 1,60,74,339
		2' 6" gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Barasat-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	26,830	1,02,439	426	1,323	2,716	8,962
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	447	637	4	6	67	165
32	...	Cutch	6,028	11,062	...	...	1,747	4,078
33	...	Dehri-Rohtas Light ...	...	...	...	...	35	64
34	...	Dholpur-Bari	246	517	...	...	237	428
38	...	Madaya Light	...	...	...	...	...	Informatoin
1	(d)	Mourbhanj	...	...	111	229	1,760	2,699
1	(f)	Parlakimedi Light ...	2	2	310	348	108	36
22	(c)	Powayan Light	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	318	671	634	1,151	1,894	4,935
41	...	Tarkessur-Magra Light ...	...	...	1,971	2,144	123	160
42	...	Tezpore-Balipara Light ...	...	...	137	507	...	...
		2' 0" gauge.						
43	...	Darjeeling-Himalayan ...	1	18	64	462	11,771	1,35,629
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light ...	486	376	4	3	132	95
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	90	125	...	...	19	32
		Total 1912 ...	1,329,339	88,50,940	1,789,546	80,10,456	2,792,030	1,62,31,682
		Total 1911 ...	1,020,058	65,33,922	1,660,902	76,52,254	2,502,306	1,37,99,115
		Increase ...	309,281	23,17,018	128,644	3,58,212	296,724	24,32,567
		Decrease ...	...	...	...	...	...	...

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

IX—*concld.*								NUMBER.
GRAIN AND PULSE—*concld.*								
(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
82	83	84	85	86	87	88	89	90
Tons. 3,840,152	Rs. 3,62,20,496	Tons. 274,740	Rs. 16,88,181	Tons. 2,153,745	Rs. 1,40,19,311	Tons. 15,061,719	Rs. 10,56,13,370	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
1,779	5,311	70	214	229	659	39,940	1,48,598	28
...	...	...	...	...	...	...	...	29
93	273	256	579	226	376	1,180	2,196	31
1,976	4,377	73	128	1,140	2,027	12,561	25,234	32
14	12	...	...	...	...	49	76	33
60	111	25	42	239	464	2,144	3,422	34
...	not furnished	...	...	...	...	...	...	35
...	2	36	105	2	3	1,989	3,262	1
28	24	9	9	149	141	1,921	2,120	1
1,380	2,220	...	...	3,842	6,115	6,230	9,452	22
44,047	91,695	209	429	1,385	2,581	49,945	1,04,896	40
...	...	89	98	5	8	2,260	2,498	41
...	...	...	...	...	...	458	1,955	42
146	2,531	1,620	25,183	210	2,877	15,246	1,81,451	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
9,841	6,887	177	137	9	8	10,649	7,506	46
...	...	...	...	...	...	...	...	47
549	923	22	60	193	322	1,130	1,828	48
3,900,065	3,63,34,862	277,326	17,15,165	2,161,374	1,40,34,892	15,207,421	10,61,07,864	
3,181,216	2,73,62,236	251,159	14,93,530	1,134,487	66,31,050	12,225,721	7,94,82,152	
718,849	89,72,626	26,167	2,21,635	1,026,887	74,03,842	2,981,700	2,66,25,712	
...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	X. Hides and Skins.							
			(1) Hides of cattle.				(2) Skins of sheep, etc.			
			(a) Dressed or tanned.		(b) Raw.		(a) Dressed or tanned.		(b) Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity	Earnings	Quantity.	Earnings.
91	92	93	94	95	96	97	98	99	100	101
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (u), (e), (g) & (h).	Bengal-Nagpur	...	...	12,685	1,23,461	...	...	2,561	14,118
2	(a), (e) to (f) & (m) to (o).	Bombay, Baroda and Central India.	117	818	4,747	42,206	10	86	4,139	43,459
3	...	Eastern Bengal*	...	...	16,420	1,22,619	...	...	2,513	13,584
4	...	East Indian*	193	1,666	35,081	5,38,763	30	271	10,591	1,18,579
5	(x) to (k)	Great Indian Peninsula* ...	...	8	11,390	2,24,462	1	30	16,990	2,43,487
6	(a) to (l)	Madras and Southern Mahratta*	642	6,685	12,553	1,18,493	2,279	28,030	31,353	3,07,888
7	(a) & (b)	Nizam's Guaranteed State ...	...	...	1,582	16,239	...	3	2,827	26,698
8	(a) to (m)	North-Western*	5	70	24,673	2,82,186	204	1,915	17,367	1,77,079
9	(a) & (b)	Oudh and Rohilkhand ...	...	...	7,655	45,248	...	...	5,258	21,810
10	...	South Indian*	1,293	11,428	3,433	27,553	1,769	26,202	10,557	75,695
		3′ 3½″ gauge.								
11	...	Assam-Bengal	...	...	1,594	15,592	...	...	23	212
12	...	Bengal and North-Western ...	...	...	8,328	55,638	...	1	2,453	15,553
13	...	Bengal Dooars	...	...	387	2,886	...	...	23	104
14	...	Bhavnagar	...	5	189	924	...	...	194	1,093
2	(b) & (g) to (l).	Bombay, Baroda and Central India.	54	761	5,479	73,889	10	100	4,992	50,577
15	...	Burma	43	408	5,796	53,923	1	6	72	601
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...
17	(a) & (b)	Gondal-Porbandar ...	4	11	332	1,099	1	6	289	1,179
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	...	...	991	9,521	...	...	919	9,462
18	...	Jamnagar	...	...	171	557	18	98	50	207
19	...	Jodhpur-Bikaner ...	2	20	1,527	10,778	14	31	1,781	13,304
20	...	Junagad	...	...	259	858	...	1	77	294
21	...	Morvi	...	...	268	1,206	13	71	83	428
22	(a) & (b)	Rohilkund and Kumaon ...	...	...	1,215	5,626	...	...	401	1,704
23	...	Udaipur-Chitorgarh ...	...	...	11	65	...	...	204	1,286
		Carried over ...	2,353	21,880	156,363	17,78,797	4,350	56,851	115,770	11,48,401

*Including 3′ 3½″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

TOTAL.		XI. Horns.		XII. Hemp (Indian) and other fibres excluding jute.		XIII—(*continued on following page.*) JUTE. (1) Raw.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
102	103	104	105	106	107	108	109	110
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
15,246	1,42,579	470	4,415	10,824	71,493	35,706	87,178	1
9,033	86,569	392	5,965	4,405	57,052	203	2,845	2
19,003	1,36,203	51	268	12,360	12,320	1,118,254	72,89,363	3
45,845	6,69,279	780	7,955	32,591	2,43,747	118,742	4,47,142	4
23,381	4,67,987	1,462	23,052	8,190	1,08,214	197	2,490	5
46,827	4,61,096	1,273	10,843	4,978	24,712	3,892	16,334	6
4,409	42,940	237	1,933	282	2,016	4	52	7
42,249	4,61,250	453	3,700	900	7,313	30	409	8
12,913	67,058	790	4,129	11,570	34,805	117	777	9
17,055	1,40,878	247	2,281	6,138	38,223	5	48	10
1,617	15,804	6	72	1,116	4,619	103,417	2,36,104	11
10,781	71,192	79	427	8,902	64,083	21,281	1,16,688	12
413	2,990	1	6	...	2	18,239	59,857	13
383	2,022	52	200	...	...	...	1	14
10,535	1,25,327	251	1,873	4,373	16,257	306	1,974	2
5,912	54,943	152	1,944	3	27	6	33	15
...	...	...	...	...	...	...	...	16
633	2,2.5	28	73	...	...	...	2	17
1,910	18,983	100	1,127	83	666	1	28	7
239	862	15	48	...	...	17	31	18
8,324	24,133	130	135	11	60	39	181	19
336	1,153	13	40	...	...	1	6	20
364	1,705	26	86	1	9	...	...	21
1,616	7,330	81	306	6,824	15,532	10	68	22
215	1,351	1	5	5	30	...	...	23
279,339	30,05,929	6,990	70,893	113,556	7,01,180	1,420,467	82,61,621	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of railway (Detailed in "Index" to Appendix 9).		Railway system.	X. HIDES AND SKINS.							
			(1) Hides of cattle.				(2) Skins of sheep, etc.			
			(a) Dressed or tanned.		(b) Raw.		(a) Dressed or tanned.		(b) Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
91	92	93	94	95	96	97	98	99	100	101
		Brought forward ...	Tons. 2,356	Rs. 21,880	Tons. 156,863	Rs. 17,78,797	Tons. 4,350	Rs. 56,851	Tons. 115,770	Rs. 11,43,401
		2′ 6″ gauge.								
26	...	Asrah-Sasaram Light ...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...
28	...	Barsi Light	...	...	74	458	...	...	218	928
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	...	...	19	78	...	...	1	3
32	...	Cutch	9	22	...	...	...	...	...	...
33	...	Dehri-Robtas Light ...	...	...	...	...	...	...	...	...
34	...	Dholpur-Bari	...	...	6	14	...	...	8	20
38	...	Madaya Light	...	...	...	...	...	...	Information	
1	(d)	Mourbhanj	...	...	43	120	...	...	6	20
1	(f)	Parlakimedi Light ...	...	...	110	98	...	...	225	239
22	(c)	Powayan Light	...	...	...	...	...	...	...	...
40	..	Shahdara (Delhi)-Saharanpur Light.	...	...	224	1,269	...	...	24	142
41	...	Tarkessur-Magra Light ...	...	...	21	32	...	...	2	3
42	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.								
43	...	Darjeeling-Himalayan ...	...	...	262	3,305	...	...	2	27
44	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	...
45	...	Howrah-Shakhala Light ...	...	...	...	...	...	...	...	...
46	...	Jagadhri Light	...	...	13	16	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	20	30	26	56	3	11	8	22
		Total 1912 ...	2,385	21,932	157,661	17,84,243	4,353	56,862	116,264	11,49,805
		Total 1911 ...	2,690	27,031	133,706	13,54,374	3,933	53,792	106,692	10,92,613
		Increase ...	...	...	23,955	4,29,869	420	3,070	9,572	57,192
		Decrease ...	305	5,099	...	...	...	...	...	...

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

Total.		XI. Horns.		XII. Hemp (Indian) and other fibres excluding jute.		XIII—(*continued on following page.*) Jute. (1) Raw.		Number. Main-head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
102	103	104	105	106	107	108	109	110
Tons. 279,339	Rs. 30,05,929	Tons. 6,990	Rs. 70,693	Tons. 113,556	Rs. 7,01,180	Tons. 1,402,467	Rs. 82,61,621	
...	...	...	...	...	...	...	...	26
...	...	...	...	...	...	...	...	27
292	1,386	18	71	184	647	1	3	28
...	...	...	...	...	...	...	...	29
20	81	...	...	...	...	...	...	31
9	22	11	33	34	107	...	...	32
...	...	...	...	...	...	...	...	33
14	34	...	...	1	5	...	...	34
not furnished	...	...	...	...	...	...	...	38
49	140	...	2	3	6	25	55	1
335	337	35	36	...	...	1	1	1
...	...	...	...	...	...	...	...	22
248	1,411	3	7	62	210	24	94	40
23	35	...	...	...	...	861	1,326	41
...	...	...	...	...	...	...	...	42
264	3,332	12	202	...	...	2	55	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
13	16	...	...	...	...	...	...	46
...	...	...	...	...	...	...	...	47
57	119	...	1	4	11	2	4	48
280,663	30,12,842	7,069	71,245	113,794	7,02,166	1,421,383	82,63,159	
247,021	25,27,810	7,056	69,273	120,424	6,99,702	1,223,740	69,53,152	
33,642	4,85,032	13	1,972	...	2,464	197,643	13,10,007	
...	...	...	...	6,630	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XIII—*concld.*				XIV.	
			Jute—*concld.*					
			(2) Gunny bags and cloth.		Total.		Lac.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
111	112	113	114	115	116	117	118	119
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*)&(*h*).	Bengal-Nagpur	27,379	2,72,936	63,085	3,60,114	19,876	2,17,372
2	(*a*), (*c*)to(*f*) & (*m*)to(*o*).	Bombay, Baroda and Central India.	12,941	1,07,537	13,144	1,10,382	135	1,177
3	...	Eastern Bengal* ...	36,426	1,09,278	1,154,680	73,98,641	1,491	11,014
4	...	East Indian*	101,027	14,13,527	219,769	18,60,669	24,649	3,51,553
5	(*a*) to (*h*)	Great Indian Peninsula* ...	36,839	3,76,397	37,036	3,78,837	1,630	15,621
6	(*a*) to (*l*)	Madras and Southern Mahratta*	28,412	2,05,940	32,304	2,22,274	96	1,097
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	3,802	27,778	3,806	27,830	9	108
8	(*a*) to (*m*)	North Western* ...	61,542	4,78,792	61,572	4,79,201	662	5,551
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	18,743	1,12,635	18,860	1,13,412	460	2,532
10	...	South Indian*	22,325	1,46,451	22,330	1,46,499	303	1,648
		3′ 3½″ gauge.						
11	...	Assam-Bengal	1,793	10,321	1,05,210	2,46,425	635	4,044
12	...	Bengal and North-Western ...	21,610	1,38,617	42,891	2,55,255	1,344	8,069
13	...	Bengal Dooars	361	1,910	18,600	61,767	...	...
14	...	Bhavnagar	1,410	4,777	1,410	4,778	6	27
2	(*b*) & (*g*) to (*l*).	Bombay, Baroda and Central India.	18,901	1,17,253	19,207	1,19,227	581	3,653
15	...	Burma	18,216	75,484	18,222	75,577	703	8,218
16	...	Dibru-Sadiya	...	...	...	...	...	...
17	(*a*) & (*b*)	Gondal-Porbandar ...	278	819	278	821	3	11
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	3,327	29,005	3,328	29,033	27	232
18	...	Jamnagar	135	202	152	323	...	3
19	...	Jodhpur-Bikaner ...	5,720	21,111	5,759	21,292	527	2,410
20	...	Junagad	359	1,060	360	1,066	...	2
21	...	Morvi	378	1,327	378	1,327	4	16
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	5,100	17,016	5,110	17,084	100	557
23	...	Udaipur-Chitorgarh ...	195	921	195	921	1	5
		Carried over ...	427,219	36,71,184	1,847,686	1,19,32,805	53,042	6,34,920

* Including 3′ 3½″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XV.						XVI—*(continued on following page).*				Number.
Leathee.						Liquors.				
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		Total.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
120	121	122	123	124	125	126	127	128	129	130
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,611	14,465	...	...	1,611	14,465	685	5,111	3,029	22,504	1
1,375	17,526	757	13,006	2,132	30,532	1,257	21,542	9,470	69,623	2
42	248	11	160	53	408	305	3,397	2,546	25,925	3
1,432	48,506	385	10,402	1,817	58,908	6,219	70,387	5,872	1,01,910	4
1,068	14,196	889	20,157	1,957	34,353	6,067	8 4,548	10,610	96,612	5
9,705	1,40,402	545	8,750	10,250	1,49,152	4,330	36,891	8,886	66,320	6
1,576	20,113	51	829	1,627	20,942	1,310	8,984	263	4,551	7
3,571	48,818	824	14,295	4,395	63,113	7,381	1,24,294	7,305	1,51,435	8
143	897	116	1,497	259	2,394	3,436	26,237	2,142	21,955	9
319	2,381	263	3,001	582	5,382	2,760	25,216	7,192	59,538	10
...	...	4	56	4	56	211	2,384	1,110	7,648	11
183	813	56	879	239	1,692	84	488	2,227	22,233	12
...	14	...	...	...	14	14	176	252	2,521	13
199	873	29	93	228	966	1	3	107	577	14
1,007	8,933	498	5,293	1,505	14,326	1,672	11,571	1,876	23,551	2
146	1,831	61	975	207	2,806	3,064	23,612	672	13,032	15
...	...	...	...	...	...	...	...	...	...	16
21	64	121	656	142	720	...	...	70	290	17
24	230	74	1,405	98	1,665	10	54	31	412	7
1	3	8	30	9	33	4	21	2	13	18
340	2,808	106	1,010	446	3,818	61	476	315	2,578	19
10	34	9	39	19	73	2	13	22	171	20
57	250	7	39	64	289	4	21	22	154	21
2	8	17	125	19	133	579	2,616	589	3,236	22
21	186	...	3	21	139	1	10	10	116	23
22,853	3,23,579	4,831	83,300	27,684	4,06,879	39,897	4,47,997	64,620	7,02,935	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XIII—*concld.*				XIV.	
			Jute—*concld.*				Lac.	
			(2) Gunny bags and cloth.		Total.			
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
111	112	113	114	115	116	117	118	119
		Brought forward ...	Tons. 421,219	Rs. 36,71,184	Tons. 1,847,686	Rs. 1,19,32,805	Tons. 53,042	Rs. 6,34,920
		2′ 6″ gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Barasat-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	1,856	7,929	1,857	7,932	1	3
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	28	53	28	53	...	...
32	...	Cutch	120	214	120	214	...	...
33	...	Dehri-Rohtas Light ...	9	21	9	21	...	...
34	...	Dholpur-Bari	69	146	69	146	...	2
38	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj	98	229	123	284	4	9
1	(*f*)	Parlakimedi Light ...	46	69	47	70	...	...
22	(*c*)	Powayan Light	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	1,009	3,048	1,033	3,142	1	6
41	...	Tarkessur-Magra Light ...	12	33	873	1,359	4	4
42	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
43	...	Darjeeling-Himalayan ...	157	2,160	159	2,215	2	38
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light	303	282	305	282	6	6
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	28	58	30	62	...	...
		Total 1912 ...	430,956	36,65,426	1,852,339	1,19,48,585	53,060	6,34,988
		Total 1911 ...	380,054	32,25,934	1,603,794	1,01,79,086	42,094	5,08,636
		Increase ...	50,902	4,39,492	248,545	17,69,499	10,966	1,26,352
		Decrease ...	...	...	...	...	...	...

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XV. Leather.						XVI—(*continued on following page*). Liquors.				Number.
(1) Unwrought		(2) Wrought excepting boots and shoes.		Total.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
120	121	122	123	124	125	126	127	128	129	130
Tons. 22,853	Rs. 3,23,579	Tons. 4,831	Rs. 83,300	Tons. 27,684	Rs. 4,06,879	Tons. 39,897	Rs. 4,47,997	Tons. 64,820	Rs. 7,02,935	
...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	27
10	57	28	145	38	202	...	1	59	228	28
...	...	...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	34	100	31
104	217	...	...	104	217	...	...	2	4	32
...	...	...	...	...	...	...	...	...	...	33
..	...	...	...	...	...	...	...	...	...	34
not furnished	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	1	5	1
...	...	...	...	...	...	...	1	44	61	1
...	...	...	...	...	...	...	...	...	...	22
7	33	2	10	9	43	6	15	7	27	40
...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	42
5	120	2	43	7	163	376	3,568	280	7,966	43
...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	...	...	45
1	1	...	...	1	1	...	...	...	...	46
...	...	...	...	...	...	...	...	...	...	47
1	2	4	15	5	17	7	33	...	1	48
22,981	3,24,009	4,867	83,513	27,848	4,07,522	40,286	4,51,615	65,047	7,11,327	
17,698	2,64,650	6,525	1,01,637	24,223	3,66,287	37,120	4,03,303	59,964	6,86,407	
5,283	59,359	...	...	3,625	41,235	3,166	48,312	5,083	24,920	
...	...	1,658	18,124	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	XVI—*concld.*					
			Liquors—*concld.*					
			(3) All other sorts including toddy and fermented liquor other than ale and beer.		Total.		(4) Brass unwrought.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
131	132	133	134	135	136	137	138	139
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*k*)	Bengal-Nagpur	...	...	3,714	33,615	1,318	12,818
2	(*a*), (*c*) to (*f*) & (*m*) to (*o*)	Bombay, Baroda and Central India.	4,485	4,670	15,212	95,835	2,893	60,943
3	...	Eastern Bengal*	...	...	2,851	29,322	346	3,261
4	...	East Indian*	336	3,105	12,427	1,75,352	3,348	40,303
5	(*a*) to (*h*)	Great Indian Peninsula* ...	89	492	16,766	1,81,647	5,278	78,317
6	(*a*) to (*l*)	Madras and Southern Mahratta*	10,100	52,541	23,816	1,55,752	1,532	15,368
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	3,737	22,449	5,310	35,984	200	1,905
8	(*a*) to (*m*)	North Western*	29	340	14,715	2,76,069	1,776	18,486
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	3	58	5,581	48,250	1,296	7,215
10	...	South Indian*	1,291	4,997	11,183	89,751	1,740	16,303
		3′ 3½″ gauge.						
11	...	Assam-Bengal	...	...	1,321	10,082	8	45
12	...	Bengal and North-Western ...	...	...	2,311	22,751	909	7,330
13	...	Bengal Dooars	...	...	266	2,697	21	93
14	...	Bhavnagar	...	...	108	580	57	191
2	(*b*) & (*g*) to (*l*).	Bombay, Baroda and Central India.	111	624	3,659	35,746	2,283	32,661
15	...	Burma	520	2,460	4,256	39,104	17	190
16	...	Dibru-Sadiya	348	2,578	348	2,578	...	...
17	(*a*) & (*b*)	Gondal-Porbandar ...	...	...	70	290	...	...
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	519	3,003	560	3,469	29	337
18	...	Jamnagar	5	30	11	64	5	18
19	...	Jodhpur-Bikaner ...	9	47	385	3,101	138	840
20	...	Junagad	28	70	52	254	14	43
21	...	Morvi	4	26	30	201	25	106
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	...	1,168	5,852	176	950
23	...	Udaipur-Chitorgarh ...	1	6	12	132	6	57
		Carried over ...	21,615	97,496	126,132	12,48,423	23,410	2,97,780

* Including 3′ 3½″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XVII—(*continued on following page*).

METALS.								NUMBER.
(2) Brass manufactures.		(3) Copper unwrought.		(4) Copper manufactures.		(5) IRON AND STEEL. Unwrought (dust, slag, pig and old for remanufacture).		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
140	141	142	143	144	145	146	147	148
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,611	18,851	299	3,874	109	2,191	67,442	1,76,892	1
1,200	19,596	872	19,608	616	11,596	843	9,359	2
4,088	35,849	81	885	1,279	8,825	...	...	3
7,174	91,765	434	5,451	1,105	26,584	59,720	2,58,507	4
4,340	60,453	2,501	29,247	1,653	28,760	2,909	25,160	5
2,211	22,221	972	11,588	553	6,521	2,560	16,166	6
295	2,881	30	242	138	1,871	218	1,397	7
1,878	26,095	632	12,923	827	14,100	4,716	29,403	8
2,668	24,737	181	1,041	206	1,933	3,628	15,859	9
2,976	26,277	345	2,725	258	2,882	4,979	19,213	10
329	3,547	...	...	6	31	336	1,879	11
1,935	19,406	83	758	575	5,470	1,489	7,739	12
117	712	...	...	...	...	352	3,610	13
452	1,302	80	259	201	720	6	17	14
2,582	26,633	535	6,203	443	5,589	1,015	6,156	2
432	6,456	28	341	70	1,002	268	738	15
...	...	...	...	...	...	3,825	26,294	16
140	580	...	1	69	253	5	17	17
299	3,615	41	880	287	6,910	52	463	7
32	100	8	26	17	47	3	2	18
181	1,814	33	182	52	486	801	3,174	19
45	224	15	50	41	208	3	9	20
23	149	6	27	8	43	15	65	21
762	4,619	8	56	75	539	366	1,298	22
13	97	3	28	2	15	16	78	23
35,790	3,97,979	7,187	96,395	8,585	1,26,076	155,567	6,03,495	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XVI—*concld.*					
			Liquors—*concld.*					
			(3) All other sorts including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass unwrought.	
Main Head.	Sub head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
131	132	133	134	135	136	137	138	139
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	21,615	97,496	126,132	12,48,428	23,410	2,97,780
		2′ 6″ gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	58	160	117	389	2	8
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	...	...	34	100	...	...
32	...	Cutch	...	...	2	4	4	9
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari	...	...	...	...	...	...
38	...	Madaya Light	...	...	...	...	Information	
1	(*d*)	Mourbhanj	...	...	1	5	...	1
1	(*f*)	Parlakimedi Light ...	...	...	44	62	...	...
22	(*o*)	Powayan Light	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	6	24	19	66	49	195
41	...	Tarkessur-Magra Light ...	...	...	...	...	...	...
42	...	Tezpore-Balipara Light ...	17	91	17	91	...	...
		2′ 0″ gauge.						
43	...	Darjeeling-Himalayan ...	...	...	656	11,534	18	436
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light	...	...	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	10	9
48	...	Pipar Road-Bhavi Light ...	...	...	7	34	...	...
		Total 1912 ...	21,696	97,771	127,029	12,60,713	23,493	2,98,438
		Total 1911 ...	20,642	1,16,524	117,726	12,06,234	24,281	3,28,108
		Increase ...	1,054	...	9,303	54,479	...	...
		Decrease ...	...	18,753	...	...	788	29,670

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XVII—(*continued on following page*).

METALS.								Number.
(2) Brass manufactures.		(3) Copper unwrought.		(4) Copper manufactures.		(5) Iron and Steel. Unwrought (dust, slag, pig and old for remanufacture).		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
140	141	142	143	144	145	146	147	148
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
35,790	3,97,979	7,187	96,895	8,585	1,26,076	155,567	6,03,495	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
196	949	1	5	71	311	15	61	28
...	...	...	...	...	...	...	...	29
1	2	1	1	...	...	8	11	31
10	18	1	4	6	86	...	...	32
...	...	...	...	...	...	29	66	33
11	26	...	...	...	...	76	158	34
not furnished	...	...	...	...	...	...	...	38
10	30	...	...	...	...	25	58	1
3	4	1	1	...	...	26	24	1
...	...	...	...	...	...	...	...	22
237	873	...	1	27	111	171	595	40
1	2	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	42
29	740	15	404	1	44	45	857	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
1,146	1,017	1	1	...	...	...	...	46
...	...	...	...	...	...	...	...	47
2	6	2	6	1	4	17	42	48
37,436	4,01,646	7,209	96,818	8,691	1,26,632	155,979	6,05,367	
38,246	4,48,836	11,744	1,64,518	9,482	1,50,646	70,150	3,74,960	
...	...	...	...	...	...	85,829	2,30,417	
810	47,190	4,535	67,700	791	24,014	...	...	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	(5) IRON AND STEEL—(*concld*).					
			Wrought.					
			(*a*) Bars, sheets, girders and other commercial forms of iron and steel.		(*b*) Machinery and millwork.		(*c*) Other manufactures including hardware and cutlery.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
149	150	151	152	153	154	155	156	157
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*), (*e*),(*g*)&(*h*).	Bengal-Nagpur	20,069	2,02,091	5,856	49,444	6,738	98,503
2	(*a*),(*c*)to (*f*) & (*m*)to (*o*).	Bombay, Baroda and Central India.	43,194	5,68,259	9,034	1,24,931	7,387	1,04,095
3	...	Eastern Bengal* ...	73,677	4,76,150	4,902	33,325	18,852	1,77,916
4	...	East Indian*	69,886	7,77,433	10,430	1,25,744	23,865	3,16,400
5	(*a*) to (*h*)	Great Indian Peninsula* ...	87,196	11,32,701	12,751	1,90,895	20,971	3,45,455
6	(*a*) to (*l*)	Madras and Southern Mahratta*	32,309	2,93,242	8,266	89,414	22,022	2,40,034
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	5,706	41,845	1,028	11,578	3,121	31,033
8	(*a*) to (*m*)	North Western* ...	66,031	9,60,062	6,033	1,06,153	22,646	3,70,916
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	13,178	79,539	1,298	11,021	10,951	77,801
10	...	South Indian*	24,385	1,69,310	6,321	52,097	10,870	1,32,808
		3′ 3¾″ gauge.						
11	...	Assam-Bengal	14,097	65,233	1,355	16,192	4,454	47,968
12	...	Bengal and North-Western ...	10,272	58,349	1,189	8,267	6,773	47,866
13	...	Bengal Doears	2,595	23,460	808	17,877	1,413	17,093
14	...	Bhavnagar	1,374	4,413	408	1,509	994	3,572
2	(*b*) & (*g*) to (*l*).	Bombay, Baroda and Central India.	23,078	1,60,956	3,728	39,994	5,333	47,260
15	...	Burma	8,677	62,156	3,215	33,062	8,904	77,065
16	...	Dibru-Sadiya	...	...	...	...	...	...
17	(*a*) & (*b*)	Gondal-Porbandar ...	333	962	214	567	1,419	4,047
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	4,249	40,757	394	4,977	1,866	21,306
18	...	Jamnagar	69	106	27	72	191	558
19	...	Jodhpur-Bikaner ...	6,101	30,828	506	3,740	3,184	17,913
20	...	Junagad	479	1,539	110	392	314	1,301
21	...	Morvi	76	262	101	437	538	2,093
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	1,603	7,167	311	1,383	2,805	13,483
23	...	Udaipur-Chitorgarh ...	221	1,195	93	400	91	537
		Carried over ...	508,855	51,63,015	78,378	9,23,471	185,702	21,91,023

* Including 3′ 3¾″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XVII.—*concld.*						XVIII—(*continued on following page*).		Number.
METALS—*concld.*						MINERAL SUBSTANCES.		
(6) Metallic ore.		(7) Others.		TOTAL.		(1) Marble and stone.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
158	159	160	161	162	163	164	165	166
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
809,402	12,74,692	2,912	41,948	915,756	18,81,304	96,750	1,35,049	1
69,028	2,87,268	5,573	81,123	140,640	12,86,778	85,031	1,64,725	2
...	...	24,822	78,084	128,047	8,13,795	19,025	17,042	3
2,307	3,747	8,743	153,823	187,012	17,99,757	305,936	7,04,802	4
469,321	34,77,544	4,067	72,003	610,987	54,40,535	151,378	5,46,558	5
61,274	3,15,549	5,259	58,499	136,958	10,68,602	135,985	3,35,112	6
...	...	483	5,373	11,214	98,125	37,367	94,482	7
3,065	27,451	3,816	63,205	111,420	16,28,794	348,893	3,40,145	8
...	...	2,616	16,422	36,022	2,35,568	144,758	1,61,936	9
73	398	2,999	34,447	54,946	4,56,460	240,553	2,19,055	10
...	...	1,072	11,310	21,657	1,46,205	12,935	28,031	11
3	33	3,567	26,965	26,795	1,82,133	23,201	40,754	12
...	...	632	8,395	5,938	76,240	5	39	13
...	...	208	842	3,780	12,825	16,653	15,237	14
580	3,022	4,428	46,284	44,005	3,74,758	101,444	2,01,110	2
6,060	21,036	7,896	1,19,163	35,567	3,21,209	205,976	2,70,612	15
...	...	3,199	22,133	7,024	48,427	3,386	2,119	16
2	6	48	111	2,230	6,544	73,200	59,639	17
...	...	135	1,677	7,352	80,922	2,802	11,098	7
1	11	11	—*100*	364	840	1,460	1,577	18
5	33	956	6,433	11,952	59,443	50,297	96,357	19
...	...	27	122	1,048	3,888	15,081	7,122	20
...	...	28	153	825	3,335	12,584	9,132	21
...	...	718	3,281	6,826	32,776	8,762	11,385	22
...	...	51	361	496	2,768	1,092	2,699	23
1,421,121	54,10,790	84,266	852,057	2,508,861	1,60,62,081	2,094,554	34,76,317	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	(5) IRON AND STEEL—*concld.*					
			Wrought.					
			(a) Bars, sheets, girders and other commercial forms of iron and steel.		(b) Machinery and millwork.		(c) Other manufactures, including hardware and cutlery.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
149	150	151	152	153	154	155	156	157
		Brought forward ...	Tons. 508,855	Rs. 51,63,015	Tons. 78,378	Rs. 9,23,471	Tons. 185,702	Rs. 21,91,023
		2′ 6″ gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	3,455	13,512	556	2,813	435	2,344
29	..	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light...	117	235	42	63	31	77
32	...	Cutch	133	345	...	...	...	...
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari	8	15	21	50	40	79
38	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj	90	246	...	...	36	92
1	(*f*)	Parlakimedi Light ...	256	368	11	11	44	63
22	(*c*)	Powayan Light	...	...	...	...	...	...
40	...	Shahdara (Delhi) Saharanpur Light.	489	1,310	187	543	665	2,211
41	...	Tarkessur-Magra Light ...	96	134	5	10	26	48
42	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
43	...	Darjeeling-Himalayan ...	619	14,517	141	3,295	468	10,497
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light	326	469	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	46	64	...	...	2	6
		Total 1912 ...	514,440	51,94,230	79,341	9,30,256	187,449	22,06,440
		Total 1911 ...	474,722	47,65,710	74,799	9,01,507	183,555	21,62,173
		Increase ...	39,718	4,28,520	4,542	28,749	3,894	44,267
		Decrease ...	...	...	...	...	...	...

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XVII—*concld.* METALS—*concld.*						XVIII—*(continued on following page).* MINERAL SUBSTANCES.		NUMBER.
(6) Metallic ore.		(7) Others.		TOTAL.		(1) Marble and stone.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
158	159	160	161	162	163	164	165	166
Tons. 1,421,121	Rs. 54,10,790	Tons. 84,266	Rs. 8,52,057	Tons. 2,508,861	Rs. 1,60,62,081	Tons. 2,094,554	Rs. 34,76,317	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
1	3	151	672	4,883	20,678	1,193	3,265	28
...	...	...	...	...	...	...	...	29
57,280	50,428	9	18	57,489	50,835	82	126	31
...	...	1	8	155	470	28	35	32
...	...	...	...	29	66	31,600	49,305	33
...	...	8	20	164	348	11,275	4,218	34
not furnished	...	...	...	...	...	...	...	38
...	...	4	14	165	441	9	24	1
...	...	20	45	361	516	141	163	1
...	...	...	...	...	...	...	...	22
...	...	42	146	1,817	5,985	631	1,737	40
...	...	17	21	145	215	154	204	41
...	...	495	2,757	495	2,757	...	...	42
11	159	220	4,148	1,567	35,097	10	385	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	11	10	1,494	1,506	161	135	46
...	...	...	...	...	...	...	...	47
...	...	...	...	70	128	26	72	48
1,478,413	54,61,380	85,244	8,59,916	2,577,695	1,61,81,123	2,139,864	35,35,986	
1,197,735	48,39,562	88,650	7,64,656	2,173,364	1,49,00,666	2,135,378	36,15,395	
280,678	6,21,818	...	95,260	404,331	12,80,457	4,486	...	
...	...	3,406	...	...	...	...	79,409	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XVIII—*concld.* Mineral substances—*concld.*					
			(2) Chalk and lime.		(3) Others.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
167	168	169	170	171	172	173	174	175
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	104,751	1,95,666	232	2,235	201,733	3,32,980
2	(*a*), (*c*) to (*f*) & (*m*) to (*o*)	Bombay, Baroda and Central India.	22,243	32,399	1,839	3,205	109,113	2,00,329
3	...	Eastern Bengal*... ...	31,107	70,729	...	...	50,132	87,771
4	...	East Indian*	136,992	7,97,807	3,838	62,094	446,826	15,64,708
5	(*a*) to (*k*)	Great Indian Peninsula* ...	73,494	1,45,258	24	457	224,896	6,92,273
6	(*a*) to (*l*)	Madras and Southern Mahratta*	25,241	49,475	3,840	13,732	165,075	3,98,319
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	795	4,413	...	...	38,162	98,895
8	(*a*) to (*m*)	North Western*... ...	95,131	2,24,616	11	239	444,035	5,65,000
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	33,475	40,022	458	816	178,691	2,02,774
10	...	South Indian*	20,311	67,646	2,150	10,383	263,014	2,97,084
		3′ 3¾″ gauge.						
11	...	Assam-Bengal	4,774	14,354	12	74	17,721	42,459
12	...	Bengal and North-Western ...	18,534	59,869	49	329	41,884	1,00,952
13	...	Bengal Dooars	1,240	7,466	1	6	1,246	7,511
14	...	Bhavnagar	1,893	2,861	...	...	18,546	18,098
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	12,085	29,928	15,033	12,868	128,562	2,43,906
15	...	Burma	22,981	73,764	428	2,556	229,385	3,46,932
16	...	Dibru-Sadiya	5,924	7,382	100	497	9,410	9,998
17	(*a*) & (*b*)	Gondal-Porbandar ...	2,786	3,034	...	...	75,986	63,573
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad Godavari Valley.	180	1,254	...	...	2,982	12,352
18	...	Jamnagar	113	118	...	...	1,573	1,695
19	...	Jodhpur-Bikaner ...	24,991	37,637	123	130	75,416	1,34,124
20	...	Junagad	854	755	1,677	1,260	17,612	9,137
21	...	Morvi	45	84	...	...	12,629	9,216
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	4,921	7,232	6	28	13,689	19,145
23	...	Udaipur-Chitorgarh ...	15	91	...	...	1,107	2,790
		Carried over ...	644,976	18,74,760	29,895	1,10,939	2,769,425	54,62,016

* Including 3′ 3¾″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XIX—*(continued on following page.)*								
Oils.								Number.
(1) Kerosine.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
176	177	178	179	180	181	182	183	184
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
43,651	5,02,960	1,917	19,593	1,188	8,937	3,137	20,136	1
27,438	3,48,259	1,686	11,262	888	13,470	544	4,096	2
227,385	5,66,490	193	1,419	1,788	14,831	17,658	90,148	3
125,180	11,39,054	1,772	15,513	2,047	18,578	7,601	53,540	4
80,974	11,30,416	1,821	27,351	3,552	46,676	163	2,096	5
81,637	6,11,587	4,624	38,111	5,562	56,031	3	22	6
8,393	68,116	1,069	5,981	122	1,091	2	23	7
47,343	9,34,636	362	4,455	2,054	27,562	3,570	29,980	8
23,154	1,89,177	968	5,484	90	543	1,374	6,820	9
59,255	3,86,683	3,545	26,459	5,946	47,977	24	163	10
36,593	1,34,659	45	596	196	1,806	1,943	9,021	11
39,875	1,75,966	1,037	6,061	203	1,397	2,628	20,532	12
3,471	14,625	16	134	54	273	816	3,880	13
1,712	5,374	130	401	81	203	159	304	14
12,068	60,309	1,361	6,783	291	2,323	1,838	11,448	2
21,332	1,79,239	352	3,937	990	10,915	13	149	15
...	...	...	...	...	...	...	...	16
1,823	5,749	40	96	57	151	32	71	17
4,691	44,946	713	4,715	164	1,725	1	31	7
554	360	42	100	15	20	...	...	18
7,112	47,912	247	1,365	222	691	56	322	19
1,311	4,646	15	31	40	149	...	...	20
521	1,773	52	129	11	32	18	40	21
3,856	14,920	80	348	13	73	157	631	22
301	1,397	11	50	6	31	4	23	23
859,637	65,19,244	22,036	1,80,374	25,580	2,55,485	41,741	2,53,429	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India.

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XVIII—*concld.* Mineral substances—*concld.*					
			(2) Chalk and lime.		(3) Others.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
167	168	169	170	171	172	173	174	175
		Brought forward ...	Tons. 644,976	Rs. 18,74,760	Tons. 29,895	Rs. 1,10,939	Tons. 2,769,425	Rs. 54,62,016
		2′ 6″ gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	75	207	...	...	1,268	3,472
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	26	44	...	...	108	170
32	...	Cutch	17	34	...	...	45	69
33	...	Dehri-Rohtas Light ...	5,917	9,016	...	...	37,517	58,321
34	...	Dholpur Bari	4	8	...	...	11,279	4,226
38	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj	5	14	...	...	14	38
1	(*f*)	Parlakimedi Light ...	41	36	...	...	182	199
22	(*c*)	Powayan Light	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	720	2,061	...	...	1,351	3,798
41	...	Tarkessur-Magra Light ...	163	229	...	...	317	433
42	...	Tezpore-Balipara Light ...	165	398	...	...	165	398
		2′ 0″ gauge.						
43	...	Darjeeling-Himalayan ...	750	7,391	...	...	760	7,776
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light	...	...	...	...	161	135
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	65	64	20	74	111	210
		Total 1912 ...	652,924	18,94,262	29,915	1,11,013	2,822,703	55,41,261
		Total 1911 ...	556,468	17,21,486	24,963	78,739	2,716,809	54,15,520
		Increase ...	96,456	1,72,776	4,952	32,274	105,894	1,25,641
		Decrease ...	...	...	...	...	...	...

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XIX—(*continued on following page*).

Oils.								Number.
(1) Kerosine.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.		Main-head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
176	177	178	179	180	181	182	183	184
Tons. 859,637	Rs. 65,19,244	Tons. 22,098	Rs. 1,80,374	Tons. 25,580	Rs. 2,56,485	Tons. 41,741	Rs. 2,53,429	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
2,226	9,031	62	226	156	656	...	...	28
...	...	...	...	...	...	...	...	29
18	57	...	1	1	...	...	1	31
178	537	...	...	1	4	...	...	32
...	...	...	...	...	...	...	...	33
66	202	1	2	...	...	2	2	34
not furnished	...	...	...	...	...	...	...	38
103	273	1	3	1	2	3	9	1
182	218	...	2	2	5	...	...	1
...	...	...	...	...	...	...	...	22
318	1,069	4	21	...	1	28	62	40
84	130	11	15	18	26	50	65	41
...	...	...	...	...	...	...	...	42
987	12,519	3	65	5	82	491	6,036	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
58	43	16	13	...	...	...	...	46
...	...	...	...	...	...	...	...	47
10	28	8	15	...	1	...	...	48
863,967	65,43,346	22,204	1,80,737	25,764	2,56,262	42,315	2,60,504	
859,098	65,86,194	22,182	1,77,200	25,040	2,47,622	36,135	2,40,601	
4,869	...	22	3,537	724	8,640	6,180	19,903	
...	42,848	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XIX—*concld.*					
			Oils—*concld.*					
			(5) Others.		Total.		(1) Castor.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
185	186	187	188	189	190	191	192	193
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	4,557	42,420	54,450	5,94,046	2,374	7,531
2	(*a*), (*c*) to (*f* & (*m*) to (*o*).	Bombay, Baroda and Central India.	7,784	85,960	38,340	4,63,047	9,613	65,195
3	...	Eastern Bengal* ...	2,969	10,110	249,993	6,82,998	124	532
4	...	East Indian*	5,335	70,398	141,935	12,97,083	37,033	2,30,917
5	(*a*) to (*k*)	Great Indian Peninsula* ...	14,709	1,94,297	101,219	14,00,836	76,276	5,56,206
6	(*a*) to (*l*)	Madras and Southern Mahratta*	19,690	1,68,927	111,516	8,74,678	44,871	1,76,171
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	1,013	10,020	10,599	85,234	88,234	4,97,240
8	(*a*) to (*m*)	North Western* ...	7,689	91,542	61,018	10,88,125	84	461
9	(*a*) & (*b*)	Oudh and Rohilkhund ...	1,594	12,294	27,180	1,64,318	10,236	45,076
10	...	South Indian*	21,834	1,17,994	90,604	5,79,276	6,928	26,373
		3′ 3½″ gauge.						
11	...	Assam-Bengal	192	2,138	38,969	1,48,220	83	381
12	...	Bengal and North-Western ...	521	4,070	44,264	2,08,026	12,695	37,459
13	...	Bengal Dooars	69	941	4,426	19,803	...	...
14	...	Bhavnagar	488	1,505	2,570	7,787	360	1,350
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	3,254	23,022	18,812	1,03,885	5,443	17,381
15	...	Burma	18,610	1,06,582	36,304	3,00,813	27	303
16	...	Dibru-Sadiya	10,530	37,751	10,530	37,751	...	...
17	(*a*) & (*b*)	Gondal-Porbandar ...	401	1,394	2,353	7,461	671	1,930
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad Godavari Valley.	950	8,600	6,519	60,017	446	3,172
18	...	Jamnagar	34	34	645	564	250	258
19	...	Jodhpur-Bikaner ...	1,595	7,166	9,332	57,456	36	145
20	...	Junagad	215	741	1,581	5,567	648	1,447
21	...	Morvi	180	589	782	2,563	410	1,414
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	103	848	4,209	16,870	7,203	20,265
23	...	Udaipur-Chitorgarh ...	17	103	339	1,604	42	101
		Carried over ...	119,333	9,99,496	1,068,389	82,08,028	304,087	16,91,398

* Including 3′ 3½″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XX—(*continued on following page*).

Oil-seeds.								Number.
(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
194	195	196	197	198	199	200	201	202
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
15,131	1,14,495	33,000	2,54,265	645	3,117	18,427	1,38,093	1
2,980	32,356	30,014	3,05,224	8,399	67,857	12,262	81,718	2
...	...	29,489	88,708	...	...	20,400	1,12,286	3
747	5,258	168,283	10,20,939	8,111	49,521	230,630	19,24,864	4
57,849	4,52,382	174,474	20,70,390	10,171	1,18,086	64,582	6,72,530	5
107,198	6,69,454	2,868	28,328	687	6,732	2,769	19,803	6
439	3,041	5,543	12,315	105	751	14	94	7
999	15,170	7,965	1,02,287	788	6,122	212,574	22,27,633	8
209	2,251	32,523	1,57,524	8,828	37,079	59,443	2,58,281	9
193,870	8,24,911	2	30	108	906	1,847	2,717	10
...	...	426	1,336	4	30	3,632	15,505	11
93	735	81,140	3,75,252	2,657	13,031	43,875	2 19,583	12
...	...	...	...	...	...	1,523	5,901	13
483	2,127	6	7	7	25	30	87	14
1,605	10,124	21,371	88,096	8,196	45,446	51,438	2,63,663	2
5,436	59,766	2	17	...	2	4	23	15
...	...	...	...	...	...	...	...	16
140	434	...	1	...	...	29	96	17
91	1,118	18,060	1,35,856	70	584	27	223	7
118	174	1	1	1	2	...	...	18
100	553	882	3,240	14	55	37,290	1,36,770	19
67	271	...	...	1	3	...	...	20
24	84	...	...	1	4	4	14	21
75	451	14,907	36,005	4,712	8,519	11,283	32,566	22
9	69	33	48	29	74	8	13	23
387,663	21,95,224	621,889	46,79,869	53,534	2,57,956	781,794	61,19,766	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XIX—*concld.*					
			Oils—*concld.*					
			(5) Others.		Total.		(1) Castor.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
185	186	187	188	189	190	191	192	193
		Brought forward ...	Tons. 119,333	Rs. 9,99,496	Tons. 1,068,389	Rs. 82,08,028	Tons. 1,304,087	Rs. 16,91,808
		2' 6" gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	1,428	4,440	3,872	14,353	30	94
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	8	13	27	72	6	8
32	...	Cutch	35	101	214	642	128	87
33	...	Debri-Rohtas Light ...	...	...	...	...	2	3
34	...	Dholpur-Bari	...	1	69	207	127	216
35	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj	3	8	111	295	9	25
1	(f)	Parlakimedi Light ...	15	20	299	240	3	1
22	(c)	Powajan Light	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	50	59	403	1,212	100	187
41	...	Tarkessur-Magra Light ...	...	...	163	236	...	...
42	...	Tezpore-Balipara Light ...	78	376	78	376	...	...
		2' 0" gauge.						
43	...	Darjeeling-Himalayan ...	42	819	1,528	20,421	...	...
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light	6	6	80	62	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	34	57	52	101	1	1
		Total 1912 ...	121,082	10,05,396	1,075,282	82,46,245	304,493	16,91,930
		Total 1911 ...	117,349	9,34,434	1,059,804	81,86,051	370,045	19,80,170
		Increase ...	3,733	70,962	15,478	60,194	...	...
		Decrease ...	...	...	...	...	65,552	2,88,240

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XX—*(continued on following page).*

OIL SEEDS.

(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
194	195	196	197	198	199	200	201	202
Tons. 387,668	Rs. 21,95,224	Tons. 621,389	Rs. 46,79,869	Tons. 53,534	Rs. 3,57,956	Tons. 781,794	Rs. 61,19,566	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
11,929	34,496	6,074	28,198	27	113	51	246	28
...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	31
65	214	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	33
2	4	14	25	...	...	305	533	34
not furnished	...	...	...	...	...	...	...	38
...	...	2	3	...	...	27	83	1
197	142	...	...	...	...	10	15	1
...	...	...	...	...	...	...	...	22
4	20	2	4	7	33	2,911	5,033	40
...	...	...	...	...	...	101	123	41
...	...	...	...	...	...	76	434	42
48	1,053	...	10	...	...	2	53	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	32	259	40	34	...	...	46
...	...	...	...	...	...	...	...	47
...	...	...	...	3	7	3	4	48
399,918	22,31,158	628,013	47,08,368	53,611	3,58,143	785,280	61,26,100	
358,895	21,05,784	608,596	64,91,611	81,210	5,45,292	753,751	56,61,637	
41,023	1,25,374	...	...	...	...	31,529	4,64,463	
...	...	280,583	17,83,213	27,599	1,87,149	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 3).		Railway system.	XX—*concld.*						XXI.	
			Oil-seeds—*concld.*							
			(6) Til or jinjili.		(7) Others.		Total.		Opium.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
203	204	205	206	207	208	209	210	211	212	213
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*k*)	Bengal-Nagpur	28,515	1,82,114	22,917	1,36,019	121,939	8,35,634	180	8,225
2	(*a*), (*c*) to (*f*) & (*m*) to (*o*)	Bombay, Baroda and Central India.	18,194	1,27,836	63,114	3,89,724	144,606	10,69,910	1,027	37,560
3	...	Eastern Bengal* ...	218	1,003	2,259	8,891	61,490	2,11,420	92	3,613
4	...	East Indian*	9,764	57,315	54,354	3,31,946	508,922	36,20,770	2,037	47,892
5	(*a*) to (*k*)	Great Indian Peninsula* ...	70,769	7,70,021	204,887	20,55,643	653,958	66,95,258	158	5,697
6	(*a*) to (*l*)	Madras and Southern Mahratta*	42,597	2,99,303	88,913	8,26,590	289,903	20,26,481	78	2,392
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	16,763	1,18,525	15,194	73,827	126,292	7,05,793	...	...
8	(*a*) to (*m*)	North Western* ...	18,626	1,42,670	10,430	45,805	251,866	25,40,148	110	3,147
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	5,317	27,462	16,679	77,269	133,235	6,04,942	726	23,671
10	...	South Indian*	36,386	1,99,506	651	4,609	240,292	10,66,052	...	...
		3′ 3⅜″ gauge.								
11	...	Assam-Bengal	1,396	5,213	34	243	5,595	22,708	59	1,657
12	...	Bengal and North-Western ...	2,159	11,469	4,935	23,565	147,554	6,81,094	3,375	45,938
13	...	Bengal Doors	...	...	144	2,175	1,970	8,079	...	...
14	...	Bhavnagar	2,992	8,826	11,880	33,305	15,758	45,727	...	—2
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	18,224	1,29,836	71,621	4,43,765	177,898	9,98,311	1,174	13,721
15	...	Burma	8,019	48,546	1,913	10,647	15,401	1,19,304	19	427
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...
17	(*a*) & (*b*)	Gondal-Porbandar ...	2,117	4,883	14,466	40,879	17,423	47,723	1	2
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	3,242	25,571	38,710	319,421	60,646	4,85,945	...	1
18	...	Jamnagar	520	966	3,396	4,011	4,288	5,412	2	10
19	...	Jodhpur-Bikaner ...	7,642	30,938	18,260	48,619	64,224	2,20,320	6	81
20	...	Junagad	1,422	4,893	9,895	27,261	12,033	33,875	...	1
21	...	Morvi	611	1,978	6,338	20,064	7,388	23,558	22	220
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	4,208	11,467	2,498	7,322	44,886	1,16,595	165	2,750
23	...	Udaipur-Chitorgarh ...	58	186	445	1,401	624	1,892	32	208
		Carried over ...	300,259	22,10,527	663,933	49,32,501	3,113,159	3,21,86,951	9,263	1,97,211

* Including 3′ 3⅜″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XXII.		XXIII.								Number.
		Provisions.								
Paper and pasteboard.		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
214	215	216	217	218	219	220	221	222	223	224
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,449	21,419	15,576	1,77,489	4,863	65,642	6,733	1,00,225	27,172	3,43,356	1
3,566	64,427	26,087	3,04,993	4,665	49,827	18,543	1,45,707	49,295	5,00,527	2
14,828	32,195	1,152	5,823	1,383	11,814	9,780	67,802	12,315	85,439	3
14,894	2,86,011	8,195	1,12,968	14,427	3,06,275	91,756	11,28,272	114,378	15,47,515	4
5,426	88,307	47,444	6,76,919	12,224	1,84,154	46,398	5,35,743	106,066	13,96,816	5
3,346	48,284	62,683	4,83,859	9,896	78,557	25,407	2,12,037	97,986	7,74,453	6
680	7,289	10,483	90,625	798	10,781	2,833	23,862	14,114	1,25,268	7
6,872	1,27,033	36,603	6,35,828	10,591	1,22,640	10,252	2,27,757	57,446	9,86,225	8
4,783	42,000	1,951	17,927	1,745	12,307	4,308	49,061	8,004	79,295	9
5,281	93,750	2,879	16,178	2,476	27,020	59,787	4,51,968	65,142	4,95,166	10
312	2,794	870	8,953	275	3,556	4,341	37,332	5,486	49,841	11
3,661	12,503	1,860	22,330	4,916	55,768	16,331	76,698	23,107	1,54,796	12
64	285	33	116	22	183	1,280	10,192	1,335	10,491	13
192	890	1,146	4,879	1,971	5,998	1,841	7,160	4,958	18,037	14
2,237	26,346	12,821	1,09,442	6,132	52,496	9,611	76,549	28,564	2,38,487	2
1,042	14,017	1,279	11,137	955	13,710	44,647	4,76,701	46,881	5,01,548	15
...	...	...	...	...	...	900	7,967	900	7,967	16
13	57	1,203	3,416	2,011	8,115	1,187	3,107	4,401	14,638	17
255	3,843	3,531	38,538	474	5,769	5,923	29,139	9,928	73,446	7
51	136	357	545	195	548	1,109	2,981	1,661	4,074	18
246	1,980	3,410	15,115	4,609	34,435	1,517	9,870	9,536	59,420	19
116	504	805	3,282	1,552	4,764	1,747	5,500	4,104	13,546	20
42	215	707	1,958	129	486	482	2,347	1,318	4,791	21
247	1,753	1,063	7,835	561	3,594	1,130	5,544	2,754	16,973	22
37	251	459	3,255	99	722	659	2,744	1,217	6,721	23
69,140	8,76,289	242,597	27,53,410	86,969	10,59,161	368,502	36,96,235	698,068	75,08,836	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XX—*concld.*						XXI.	
			Oil seeds—*concld.*							
			(6) Til or jinjili.		(7) Others.		Total.		Opium.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings	Quantity.	Earnings
203	204	205	206	207	208	209	210	211	212	213
		Brought forward ...	Tons. 300,259	Rs. 22,10,527	Tons. 663,933	Rs. 49,32,501	Tons. 3,113,159	Rs. 2,21,86,951	Tons. 9,263	Rs 197,211
		2' 6" gauge.								
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...
28	...	Barsi Light	555	1,903	15,137	71,237	33,813	1,36,287	...	...
29	...	Bakhtiarpore-Bihar Light ...	...	...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	10	12	167	235	183	255	...	...
32	...	Cutch	242	690	612	1,922	1,047	2,913	5	14
33	...	Dehri-Rohtas Light ...	...	...	...	...	2	3	...	...
34	...	Dholpur-Bari	8	17	516	1,056	972	1,851	...	...
38	...	Madaya Light	...	...	...	...	...	...	Inf	ormation
1	(*d*)	Mourbhanj	716	1,200	835	1,615	1,589	2,926	...	...
1	(*f*)	Parlakimedi Light ...	196	232	128	131	534	521	...	...
22	(*c*)	Powayan Light ...	...	...	1,198	2,157	1,198	2,157	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	4	23	3,863	7,655	6,891	12,955	...	...
41	...	Tarkessur-Magra Light ...	...	...	1	6	102	134	...	...
42	...	Tezpore-Balipara Light ...	...	...	32	161	108	595	...	...
		2' 0" gauge.								
43	...	Darjeeling-Himalayan ...	...	2	...	...	50	1,123	...	8
44	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	...
45	...	Howrah-Sheakbala Light ...	...	...	...	...	...	...	...	...
46	...	Jagadhri Light	103	78	103	72	283	443	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	67	76	73	175	147	263	...	...
		Total 1912 ...	302,165	22,14,760	6,86,598	50,18,923	3,160,078	2,23,49,382	9,268	1,97,233
		Total 1911 ...	406,611	30,25,751	793,689	59,48,366	3,672,997	2,57,58,611	10,786	2,18,091
		Increase ...	...	...	...	...	...	...	...	...
		Decrease ...	104,646	8,10,991	107,091	9,29,443	512,919	34,09,229	1,518	20,858

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XXII.		XXIII.								Number.
		Provisions.								
Paper and pasteboard.		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
214	215	216	217	218	219	220	221	222	223	224
Tons. 69,140	Rs. 8,76,289	Tons. 242,597	Rs. 27,53,410	Tons. 86,969	Rs. 10,59,161	Tons. 368,502	Rs. 36,96,265	Tons. 698,068	Rs. 75,08,836	
...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	27
91	390	1,750	7,615	163	698	253	1,838	2,166	9,651	28
...	...	...	...	...	...	...	...	...	...	29
...	2	46	111	6	22	62	127	114	260	31
6	18	1,618	5,231	44	130	20	59	1,682	5,420	32
...	...	...	...	15	25	...	...	15	25	33
...	1	12	26	220	553	14	46	246	625	34
not furnished	...	...	...	...	...	...	...	...	...	38
32	91	3	7	9	27	12	34	24	68	1
...	1	102	156	1	2	72	74	175	232	1
...	...	...	...	...	...	...	...	...	...	22
5	20	146	676	47	236	602	1,961	795	2,873	40
2	4	1	1	11	27	41	90	53	118	41
...	...	...	...	...	...	21	109	21	109	42
73	1,856	2	58	52	921	2,852	43,126	2,906	44,105	43
...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	...	...	45
...	...	6	5	7	6	...	...	13	11	46
...	...	...	...	...	...	...	...	...	...	47
...	2	27	54	7	28	12	42	46	119	48
69,349	8,78,674	246,310	27,67,350	87,551	10,61,331	372,463	37,43,271	706,324	75,72,452	
68,707	7,75,870	229,648	25,49,729	92,686	12,37,069	365,774	34,73,491	688,108	72,60,289	
642	1,02,795	16,662	2,17,621	...	...	6,689	2,69,780	18,216	3,12,163	
...	...	...	...	5,135	1,75,238	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Railway plant and rolling-stock car-					
			(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
225	226	227	228	229	230	231	232	233
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*k*)	Bengal-Nagpur	201	2,311	614	9,440	1,749	16,022
2	(*a*), (*c*) to (*f*) & (*m*) to (*o*).	Bombay, Baroda and Central India.	47	251	216	3,700	7,439	35,836
3	...	Eastern Bengal* ...	161	540	8,046	8,047	5,849	12,954
4	...	East Indian*	2,025	14,587	6,385	97,995	15,112	79,826
5	(*a*) to (*k*)	Great Indian Peninsula* ...	67	323	110	716	10,286	36,832
6	(*a*) to (*l*)	Madras and Southern Mahratta*	2,212	7,074	708	8,964	1,895	9,138
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	...	...	...	...	1,812	7,825
8	(*a*) to (*m*)	North Western* ...	126	721	2,962	5,120	8,746	48,767
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	...	...	...	...	5,518	21,304
10	...	South Indian*	238	467	76	187	136	591
		3′ 3¾″ gauge.						
11	...	Assam-Bengal	...	...	5	60	1,579	14,196
12	...	Bengal and North-Western ...	...	...	...	...	...	...
13	...	Bengal-Dooars	...	...	...	...	87	1,419
14	...	Bhavnagar	44	159	23	34	970	1,141
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	47	184	...	...	517	1,879
15	...	Burma	7	65	...	...	689	3,741
16	...	Dibru-Sadiya	...	...	...	...	...	...
17	(*a*) & (*b*)	Gondal-Porbandar ...	...	...	9	14	...	...
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	...	...	...	...	33	197
18	...	Jamnagar	...	...	...	...	...	...
19	...	Jodhpur-Bikaner ...	717	1,899	509	1,585	20,041	49,350
20	...	Junagad	...	...	77	29	1,135	880
21	...	Morvi	2	3	5	27	478	543
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	13	75	22	32	...	...
23	...	Udaipur-Chitorgarh ...	...	...	...	...	...	...
		Carried over ...	5,907	28,659	19,767	1,35,950	84,062	3,42,441

* Including 3′ 3¾″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XXIV.						XXV.		Number.
RIED FOR THE PUBLIC AND FOREIGN RAILWAYS.								
(3) *Materials.*								
(b) Sleepers and keys of steel and cast-iron.		(c) Others.		Total.		Salt.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
234	235	236	237	238	239	240	241	242
Tons.	Rs.	Tons	Rs.	Tons.	Rs.	Tons.	Rs.	
228	1,894	57,624	2,31,137	60,616	3,10,804	136,943	8,99,559	1
18	22	16,193	63,463	23,913	1,03,470	186,887	6,86,748	2
10,389	26,706	47,397	89,576	71,833	1,37,823	106,223	5,12,174	3
5,629	30,424	225,972	5,34,712	255,123	7,57,544	309,307	13,75,853	4
20,784	1,06,284	13,527	45,278	44,724	1,89,433	259,026	23,64,723	5
33	357	419	2,119	5,237	27,652	150,509	10,23,203	6
276	344	...	...	2,088	8,169	36,779	1,93,193	7
10,400	1,06,603	78,437	4,11,2 3	100,671	5,72,414	154,787	9,71,547	8
5,961	21,839	1,497	5,220	12,976	48,363	59,892	3,39,523	9
325	1,715	824	1,507	1,599	4,467	135,731	5,52,373	10
...	...	191	1,570	1,775	15,823	38,600	1,24,724	11
...	...	...	...	...	....	127,396	5,60,890	12
...	...	...	...	87	1,419	4,081	15,441	13
35	26	3,246	4,168	4,318	5,528	2,630	3,878	14
12	392	1,189	5,122	1,765	7,577	279,844	22,29,895	2
...	4	158	540	854	4,350	25,342	2,64,159	15
...	...	...	...	...	...	1,089	4,658	16
...	...	1,655	1,803	1,664	1,817	3,139	7,222	17
66	405	...	...	99	602	15,850	1,22,420	7
...	...	306	153	306	153	410	604	18
39	34	11,277	31,653	32,583	84,521	44,663	2,11,494	19
...	...	919	734	2,131	1,643	1,515	2,091	20
25	4	956	1,084	1,466	1,661	1,116	1,564	21
...	...	8,045	31,331	8,080	31,488	31,176	1,32,934	22
...	...	...	...	...	...	2,014	8,236	23
54,170	2,97,251	470,032	15,12,423	633,938	23,16,724	2,110,849	1,26,09,106	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Railway plant and rolling-stock car-					
			(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
225	226	227	228	229	230	231	232	233
		Brought forward ...	Tons. 5,907	Rs. 23,659	Tons. 19,767	Rs. 1,35,950	Tons. 84,062	Rs. 3,42,441
		2' 6" gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	...	...	...	...	...	...
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	5	10	17	58	59	108
32	...	Cutch	...	...	...	...	40	126
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari	14	23	...	...	...	...
38	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj	...	...	...	...	10	27
1	(f)	Parlakimedi Light ...	...	...	...	...	...	...
22	(c)	Powayan Light ...	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...
41	...	Tarkeswar-Magra Light ...	1	1	...	...	...	...
42	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
43	...	Darjeeling-Himalayan ...	...	...	...	...	...	...
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light	...	...	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	...	...	...	...	...	...
		Total 1912 ...	5,927	28,693	19,784	1,36,008	84,171	3,42,702
		Total 1911 ...	3,241	20,580	11,424	1,11,318	67,854	3,11,204
		Increase ...	2,686	8,113	8,360	24,690	16,317	31,498
		Decrease ...	...	...	...	...	...	...

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XXIV.						XXV.		Number.
BIED FOR THE PUBLIC AND FOREIGN RAILWAYS—concld.								
(3) *Materials.*				Total.		Salt.		
(b) Sleepers and keys of steel and cast-iron.		(c) Others.						Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
234	235	236	237	238	239	240	241	242
Tons. 54,170	Rs. 2,97,251	Tons. 470,032	Rs. 15,12,423	Tons. 633,988	Rs. 23,16,724	Tons. 2,110,849	Rs. 1,26,09,106	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	6,918	25,332	28
...	...	...	...	...	...	...	...	29
...	...	7	7	88	183	106	156	31
...	...	1,002	251	1,042	377	42	45	32
...	...	...	...	...	...	29	59	33
...	...	...	...	14	23	342	624	34
...	...	...	...	...	...	...	...	38
not furnished	...	...	...	...	...	1,293	2,485	1
...	...	1,668	2,224	1,678	2,251			
...	...	...	...	...	...	1,231	569	1
...	...	...	...	...	...	1,456	1,726	22
...	...	1	2	1	3	1,371	3,184	40
...	...	270	202	271	203	187	214	41
...	...	49	271	49	271	50	256	42
...	...	...	...	...	...	1,517	22,701	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	36	32	46
...	...	...	...	...	...	...	...	47
...	1	51	91	51	92	273	368	48
54,170	2,97,252	473,060	15,15,472	637,182	23,20,127	2,125,700	1,26,66,847	
23,170	92,400	753,125	20,17,785	858,814	25,53,287	2,021,198	1,19,67,526	
31,000	2,04,852	...	...	...	...	104,503	6,99,321	
...	...	280,045	5,02,313	221,682	2,33,160	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XXVI. Saltpetre and other saline substances.					
			(1) Saltpetre.		(2) Other saline substances.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
243	244	245	246	247	248	249	250	251
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	293	3,181	1,523	11,221	1,816	14,402
2	(*a*), (*c*) to (*f*) (*m*) to (*o*)	Bombay, Baroda and Central India	2,557	18,962	1,840	24,192	4,397	43,154
3	...	Eastern Bengal* ...	127	585	4,437	14,872	4,564	15,457
4	...	East Indian*	17,519	1,73,423	17,939	1,13,545	35,458	2,86,968
5	(*a*) to (*b*)	Great Indian Peninsula* ...	2,129	17,445	3,016	38,521	5,145	55,966
6	(*a*) to (*l*)	Madras and Southern Mahratta*	1,107	9,419	283	2,432	1,390	11,851
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	155	1,316	652	3,881	807	5,197
8	(*a*) to (*m*)	North Western* ...	8,064	38,273	8,441	65,423	16,505	1,03,699
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	1,099	4,943	745	3,851	1,844	8,794
10	...	South Indian*	810	4,642	18	230	828	4,902
		3′ 3½″ gauge.						
11	...	Assam-Bengal	...	...	90	656	90	656
12	...	Bengal and North-Western ...	10,737	40,374	6,127	23,316	16,864	63,690
13	...	Bengal Dooars	...	...	58	262	58	262
14	...	Bhavnagar	65	232	...	1	65	233
2	(*b*) & (*g*) to (*i*)	Bombay, Baroda and Central India	5,989	45,551	2,293	19,435	8,282	64,986
15	...	Burma	...	...	31	396	31	396
16	...	Dibru-Sadiya	...	...	...	...	...	...
17	(*a*) & (*b*)	Gondal-Porbandar ...	144	511	...	...	144	511
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley	112	1,096	90	683	202	1,779
18	...	Jamnagar	13	28	...	...	13	28
19	...	Jodhpur-Bikaner ...	401	1,675	1,293	5,078	1,694	6,753
20	...	Junagad	13	46	1	2	14	48
21	...	Morvi	13	99	21	77	34	116
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	183	493	1,999	4,009	2,182	4,502
23	...	Udaipur-Chitorgarh ...	49	212	52	237	101	499
		Carried over ...	51,579	3,62,496	50,949	3,32,353	102,528	6,94,849

*Including 3′ 3½″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XXVII. SILK.										Number.
(1) Raw.				(2) Piece-goods.				Total.		Main head.
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.				
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
252	253	254	255	256	257	258	259	260	261	262
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	356	5,911	...	...	2	28	359	5,939	1
395	6,802	55	1,240	60	3,203	39	2,030	549	13,275	2
...	...	285	2,294	...	...	...	...	285	2,294	3
2	24	352	3,347	2	134	51	2,179	407	5,684	4
124	2,397	24	626	74	3,034	1	34	223	6,091	5
114	2,123	116	2,197	3	41	5	79	238	4,440	6
...	10	1	16	...	9	...	...	1	35	7
201	3,055	385	22,143	19	523	45	1,198	650	26,919	8
8	68	...	...	7	50	...	...	15	118	9
6	69	22	250	...	1	15	128	43	448	10
...	...	35	335	...	...	2	18	37	353	11
...	...	1	21	...	...	...	6	1	27	12
...	...	...	...	...	...	...	...	...	...	13
2	18	2	13	...	...	...	3	4	34	14
150	7,210	19	677	14	655	31	814	214	9,356	2
132	3,483	58	1,044	3	87	...	8	193	4,622	15
...	...	...	...	...	...	...	...	...	...	16
...	...	...	1	...	...	...	1	...	2	17
4	50	...	3	1	11	...	1	5	65	7
6	4	3	4	...	...	1	2	10	10	18
12	58	...	3	...	3	...	7	12	71	19
...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	23
1,156	25,871	1,714	40,125	183	7,751	1'3	6,536	3,246	79,783	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XXVI. Saltpetre and other saline substances.					
			(1) Saltpetre.		(2) Other saline substances.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
243	244	245	246	247	248	249	250	251
		Brought forward ...	Tons. 51,579	Rs. 3,62,496	Tons. 50,949	Rs. 3,32,353	Tons. 102,528	Rs. 6,94,849
		2′ 6″ gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	82	274	28	106	110	380
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	...	...	...	...	...	...
32	...	Cutch	3	7	3	9	6	16
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari	2	4	1	2	3	6
38	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj	...	...	2	6	2	6
1	(f)	Parlakimedi Light ...	6	9	...	...	6	9
22	(c)	Powayan Light	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light	72	219	114	257	186	476
41	...	Tarkessur-Magra Light ...	...	...	39	52	39	52
42	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
43	...	Darjeeling-Himalayan ...	...	...	...	...	...	...
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light	136	131	3	3	139	134
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	1	2	...	...	1	2
		Total 1912 ...	51,881	3,63,142	51,139	3,32,788	103,020	6,95,930
		Total 1911 ...	49,587	3,59,056	55,454	3,69,154	105,041	7,28,210
		Increase ...	2,294	4,086	...	...	...	...
		Decrease ...	...	...	4,315	36,366	2,021	32,280

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XXVII. SILK.										NUMBER.
(1) RAW.				(2) PIECE-GOODS.						
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
252	253	254	255	256	257	258	259	260	261	262
Tons. 1,156	Rs. 25,371	Tons. 1,714	Rs. 40,125	Tons. 183	Rs. 7,751	Tons. 193	Rs. 6,536	Tons. 3,246	Rs. 79,783	
...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	27
2	8	...	...	...	...	2	14	4	22	28
...	...	...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	34
ot furnished	...	...	...	...	...	...	...	...	...	38
...	...	2	3	...	...	...	...	2	3	1
...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	22
...	...	...	1	...	...	...	...	...	1	40
...	...	4	13	...	...	...	...	4	13	41
...	...	...	...	...	...	...	...	...	...	42
...	...	...	...	...	9	...	...	...	9	43
...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	...	...	46
...	...	...	...	...	...	...	...	...	...	47
...	...	...	...	...	...	...	...	...	...	48
1,158	25,379	1,720	40,142	183	7,760	195	6,550	3,256	79,831	
994	22,962	1,739	38,217	169	6,184	240	6,225	3,142	73,588	
164	2,417	...	1,925	14	1,576	...	325	114	6,243	
...	...	19	...	...	...	45	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
263	264	265	266	267	268	269	270	271
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*k*)	Bengal-Nagpur	10,537	1,45,305	27	629	11,097	1,21,614
2	(*a*), (*c*) to (*f*) & (*m*) to (*o*)	Bombay, Baroda and Central India	1,812	34,688	38	938	3,636	46,922
3	...	Eastern Bengal*	19,997	1,70,057	876	17,936	6,653	42,894
4	...	East Indian*	13,017	2,88,307	745	27,469	5,036	64,912
5	(*a*) to (*k*)	Great Indian Peninsula* ...	12,615	2,53,721	75	2,066	11,644	1,27,312
6	(*a*) to (*l*)	Madras and Southern Mahratta*	15,426	1,95,960	111	1,379	39,575	3,35,432
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	1,048	11,829	3	40	5,249	34,560
8	(*a*) to (*m*)	North Western*	1,081	10,729	389	6,639	7,217	58,147
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	2,555	35,239	117	1,339	1,315	10,885
10	...	South Indian*	22,141	1,85,082	314	2,743	22,767	1,55,520
		3′ 3¾″ gauge.						
11	...	Assam-Bengal	3,363	25,130	...	...	1,037	8,533
12	...	Bengal and North-Western ...	4,638	35,754	320	2,478	4,755	23,398
13	...	Bengal Doonrs	432	2,226	99	1,159	44	234
14	...	Bhavnagar	231	985	...	...	235	979
2	(*b*) & (*g*) to (*l*).	Bombay, Baroda and Central India	1,007	9,414	41	603	3,397	28,827
15	...	Burma	7,328	83,936	...	10	6,411	1,09,117
16	...	Dibru-Sadiya	...	...	...	...	...	...
17	(*a*) & (*b*)	Gondal-Porbandar ...	202	539	...	...	546	2,111
7	(*c*) & (*d*)	Hingoli, Branch and Hyderabad-Godavari Valley	829	10,236	2	22	902	8,086
18	...	Jamnagar	42	52	...	...	35	133
19	...	Jodhpur-Bikaner ...	252	1,888	9	64	1,473	10,986
20	...	Junagad	251	999	1	2	435	1,846
21	...	Morvi	17	62	...	...	334	1,482
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	404	2,390	14	104	2,080	15,451
23	...	Udaipur-Chitorgarh ...	6	42	...	1	54	280
		Carried over ...	119,231	15,04,890	3,181	65,621	135,927	12,09,661

* Including 3′ 3¾″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XXVIII.								Number.
Spices.								
(4) Ginger.		(5) Pepper.		(6) Others.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
272	273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
272	5,127	1,246	11,953	5,475	42,348	28,654	3,26,976	1
692	13,085	792	20,230	11,488	1,42,201	18,458	2,58,264	2
1,796	22,433	735	10,989	5,605	37,153	35,662	3,01,462	3
1,223	15,574	2,137	50,238	17,389	2,77,151	40,047	7,23,651	4
680	14,386	804	18,620	14,713	1,81,908	40,531	5,98,013	5
651	7,325	1,837	17,798	23,242	2,00,009	80,842	7,57,903	6
33	301	40	426	1,468	11,903	7,841	59,059	7
1,999	23,532	1,236	32,290	6,247	58,681	18,169	1,90,018	8
494	4,185	210	1,720	3,376	18,282	8,067	71,650	9
1,427	13,167	5,447	37,256	362	3,229	52,458	3,96,997	10
12	120	51	621	348	3,099	4,811	37,503	11
2,146	23,905	780	8,488	4,003	31,874	16,642	1,25,897	12
69	293	119	363	103	652	866	4,927	13
7	38	2	8	271	1,057	746	3,067	14
516	11,210	478	13,198	15,555	1,17,961	20,994	1,81,213	2
1,584	14,788	57	995	405	4,283	15,785	2,13,129	15
...	...	...	...	...	...	...	...	16
3	8	...	...	179	606	930	3,264	17
35	429	28	361	545	5,637	2,341	24,801	7
7	25	2	7	996	1,313	1,082	1,530	18
59	508	47	289	1,084	5,891	2,924	19,626	19
5	25	2	16	154	577	848	3,465	20
3	12	...	...	302	1,029	656	2,585	21
146	618	45	298	583	2,288	3,272	21,149	22
21	160	2	16	68	362	151	861	23
13,880	1,71,254	16,097	2,26,180	114,461	11,49,494	402,777	43,27,010	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
263	264	235	266	267	268	269	270	271
		Brought forward ...	Tons. 119,231	Rs. 15,04,800	Tons. 3,181	Rs. 65,621	Tons. 135,927	Rs. 12,09,661
		2′ 6″ gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Barasat-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	890	3,473	...	1	96	383
29	...	Bakhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	...	1	...	...	4	12
32	...	Cutch	77	205	...	...	50	135
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari	1	4	...	...	6	19
38	...	Madaya Light	...	...	...	...	Information	
1	(d)	Mourbhanj	20	54	...	...	...	1
1	(f)	Parlakimedi Light ...	9	9	...	...	52	54
22	(c)	Powayan Light	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light	26	124	...	...	14	61
41	...	Tarkessur-Magra Light ...	15	27	...	...	5	10
42	...	Tezpore Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
43	...	Darjeeling-Himalayan ...	90	2,272	384	5,983	4	86
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light	...	...	1	1	36	30
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	...	...	...	...	15	31
		Total 1912 ...	120,359	15,10,969	3,566	71,606	136,209	12,10,483
		Total 1911 ...	114,975	14,43,280	3,409	69,481	124,142	11,10,870
		Increase ...	5,384	67,689	157	2,125	12,067	99,613
		Decrease ...	...	...	...	...	...	...

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XXVIII. Spices.								Number.
(4) Ginger.		(5) Pepper.		(6) Others.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
272	273	274	275	276	277	278	279	280
Tons. 13,880	Rs. 1,71,254	Tons. 16,097	Rs. 2,26,180	Tons. 114,461	Rs. 11,49,494	Tons. 402,777	Rs. 43,27,010	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
15	62	16	87	344	1,225	1,361	5,231	28
...	...	...	...	...	...	...	...	29
...	...	...	8	5	15	9	31	31
2	6	3	10	44	131	176	487	32
...	...	...	...	...	...	...	...	33
...	...	...	...	318	539	325	562	34
not furnished	...	...	...	...	...	...	...	38
...	...	...	...	13	36	33	91	1
...	...	...	1	47	48	108	112	1
...	...	...	...	...	...	...	...	2½
17	132	...	...	117	896	174	713	40
...	...	...	...	13	21	33	58	41
...	...	...	...	...	...	...	...	42
...	...	16	364	23	442	517	9,147	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
234	258	...	...	93	72	364	361	46
...	...	...	...	...	...	...	...	47
2	2	...	...	26	47	43	80	48
14,150	1,71,714	16,132	2,26,645	115,504	11,52,466	405,920	43,43,883	
13,624	1,68,770	14,438	2,00,161	127,107	12,53,329	397,695	42,43,891	
526	2,944	1,694	26,484	...	...	8,225	94,992	
...	...	...	...	11,603	1,03,863	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XXIX. Sugar.					
			(1) Refined or crystallized including sugarcandy.		(2) Unrefined. (a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings
281	282	283	284	285	286	287	288	289
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*), (*e*), (*g*)&(*h*)	Bengal-Nagpur	22,352	2,05,072	6,463	71,498	23,849	1,68,378
2	(*a*),(*c*) to(*f*) &(*m*) to (*o*)	Bombay, Baroda and Central India.	44,766	5,99,581	4,063	43,390	43,071	4,32,527
3	...	Eastern Bengal* ...	26,349	2,02,594	19,028	1,07,040	38,765	1,65,685
4	...	East Indian*	83,926	10,73,219	94,262	7,45,968	169,662	6,90,770
5	(*a*) to (*k*)	Great Indian Peninsula* ...	85,415	9,54,820	8,139	58,237	110,192	10,84,863
6	(*a*) to (*l*)	Madras and Southern Mahratta*	26,755	1,79,448	9,034	81,779	101,613	7,37,025
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	4,343	33,602	705	5,125	5,468	39,727
8	(*a*) to (*m*)	North Western* ...	131,028	26,31,738	82,262	5,66,290	165,133	12,06,898
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	28,544	1,89,012	56,637	3,13,282	99,860	5,87,035
10	...	South Indian*	25,589	1,50,191	3,416	18,398	52,421	3,23,604
		3′3½″ gauge.						
11	...	Assam-Bengal	1,727	11,299	3,330	15,862	4,392	22,416
12	...	Bengal and North-Western ...	11,956	75,100	62,874	4,21,118	169,698	9,67,643
13*	...	Bengal Dooars	1,545	7,860	553	2,360	1,281	4,929
14	...	Bhavnagar	6,578	25,975	...	...	3,007	9,033
2	(*b*) & (*g*) to (*l*).	Bombay, Baroda and Central India.	36,549	2,75,589	48,917	3,77,994	120,222	11,29,511
15	...	Burma	709	4,053	8,265	85,852	31,107	2,40,097
16	...	Dibru Sadiya	...	...	...	...	1,260	8,778
17	(*a*) & (*b*)	Gondal-Porbandar ...	4,146	13,770	210	700	1,047	2,380
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	3,910	36,350	203	1,672	2,425	20,798
18	...	Jamnagar	1,246	3,051	79	118	392	841
19	...	Jodhpur-Bikaner ...	11,694	59,557	2,836	16,671	10,702	64,832
20	...	Junagad	2,567	8,051	...	...	751	2,273
21	...	Morvi	422	1,071	37	117	1,764	5,859
22	(*a* & (*b*)	Rohilkund and Kumaon ...	6,748	20,345	9,894	34,093	24,475	96,873
23	...	Udaipur-Chitorgarh ...	778	3,886	404	2,114	945	4,553
		Carried over ...	569,642	67,657,34	422,511	29,69,678	1,183,502	80,17,823

* Including 3′ 3¾″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XXX								Number.
Tea.								
Total.		(1) Foreign.		(2) Indian.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
290	291	292	293	294	295	296	297	298
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
52,664	4,44,943	...	...	947	19,758	947	19,758	1
91,900	10,75,498	744	11,622	532	9,006	1,276	20,628	2
84,142	4,75,819	...	...	36,553	6,81,779	36,553	6,81,779	3
347,850	25,09,957	...	...	1,896	44,175	1,896	44,175	4
203,746	20,97,920	328	4,908	1,685	32,073	2,013	36,981	5
138,302	9,98,252	77	1,091	517	7,841	594	8,932	6
10,516	78,454	20	223	69	1,020	89	1,243	7
378,423	44,04,926	673	18,008	2,904	39,524	3,577	57,532	8
185,041	10,89,329	1	10	1,396	9,826	1,397	9,836	9
81,426	4,92,193	1	18	9,080	66,656	9,081	66,674	10
9,449	49,577	...	...	42,336	5,31,275	42,336	5,31,275	11
244,528	14,63,861	...	...	62	946	62	946	12
3,379	15,149	...	...	19,683	4,06,629	19,683	4,06,629	13
9,585	35,008	...	1	91	396	91	397	14
205,688	17,83,094	401	9,420	298	4,272	699	13,692	2
40,081	3,30,062	1,521	29,820	1,018	19,372	2,539	49,192	15
1,260	8,778	...	...	11,994	94 398	11,994	94,398	16
5,403	17,350	...	...	83	364	83	364	17
6,538	58,820	19	288	31	476	50	764	7
1,717	4,010	...	1	8	—16	8	—15	18
25,232	1,41,060	6	47	5	62	11	109	19
3,318	10,324	...	...	57	286	57	286	20
2,223	7,047	1	3	6	39	7	42	21
41,117	1,51,811	...	...	784	1,042	784	1,042	22
2,127	10,553	2	15	1	12	3	27	23
2,175,655	1,77,53,235	3,794	75,475	132,036	19,71,211	135,830	20,46,686	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XXIX. Sugar.					
			(1) Refined or crystallized including sugarcandy.		(2) Unrefined. (a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
281	282	283	284	285	286	287	288	289
		Brought forward ...	Tons. 569,642	Rs. 67,65,734	Tons. 422,511	Rs. 29,69,678	Tons. 1,183,502	Rs. 80,17,823
		2' 6" gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	..	...	...
28	...	Barsi Light	1,647	5,665	...	...	398	1,286
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31		Champaner-Shivrajpur Light	24	40	3	5	5	8
32	...	Cuteh	137	456	712	2,395	1,307	4,180
33	...	Dehri-Rohtas Light ...	...	...	45	38	24	21
34	...	Dholpur-Bari	241	462	130	221	692	1,308
38	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj	24	66	...	...	2	5
1	(f)	Parlakimedi Light ...	236	369	...	...	18	11
22	(e)	Powayan Light	...	...	...	...	722	857
40	...	Shahdara (Delhi)-Saharanpur Light.	105	338	11,322	31,081	15,553	37,023
41	...	Tarkessur-Magra Light ...	22	21	33	42	66	82
42	...	Tezpore-Balipara Light ...	...	...	21	117	...	...
		2' 0" gauge.						
43	...	Darjeeling-Himalayan ...	115	2,328	1,018	16,989	53	911
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light	...	...	...	...	503	439
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	25	46	82	122	375	291
		TOTAL 1912 ...	572,243	67,76,525	435,877	80,20,688	1,203,230	80,64,245
		TOTAL 1911 ...	520,241	59,49,882	387,269	27,78,034	1,004,572	63,45,994
		INCREASE ...	52,007	8,25,643	48,608	2,42,654	198,658	17,18,351
		DECREASE ...	...	...	...	...	...	...

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XXX. Tea.								Number.
Total.		(1) Foreign.		(2) Indian.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
290	291	292	293	294	295	296	297	298
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
2,175,655	1,77,53,235	3,794	75,475	132,036	19,71,211	135,830	20,46,686	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
2,045	6,951	6	28	3	12	9	40	28
...	...	...	...	...	...	...	...	29
32	53	...	1	...	...	...	1	31
2,156	7,031	...	...	1	4	1	4	32
69	59	...	...	...	...	...	...	33
1,063	1,991	...	...	...	...	...	...	34
not furnished	...	...	...	...	...	...	...	38
26	71	...	...	...	...	...	...	1
284	380	...	...	...	1	...	1	1
722	857	...	...	...	...	...	...	22
26,990	68,442	...	...	...	...	...	...	40
121	145	...	...	...	...	...	...	41
21	117	...	...	5,153	24,718	5,153	24,718	42
1,186	20,228	...	...	4,678	67,718	4,678	67,718	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
503	439	...	...	17	14	17	14	46
...	...	...	...	...	...	...	...	47
482	459	...	...	...	...	...	...	48
2,211,355	1,78,60,458	3,800	75,504	141,888	20,63,678	145,688	* 21,39,182	
1,912,082	1,50,73,810	7,618	1,18,026	129,208	19,21,278	1,36,826	20,39,304	
299,273	27,86,648	...	...	12,680	1,42,400	8,862	99,878	
...	...	3,818	42,522	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XXXI. Tobacco.					
			(1) Unmanufactured.		(2) Manufactured.			
					(a) Cigars.		(b) Other sorts.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
299	300	301	302	303	304	305	306	307
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.						
1	(*a*) to (*c*), (*e*), (*g*)&(*h*)	Bengal-Nagpur	15,221	1,65,686	...	...	1,964	38,626
2	(*a*),(*c*)to(*f*) & (*m*) to (*o*)	Bombay, Baroda and Central India	14,978	1,47,049	83	1,391	833	8,169
3	...	Eastern Bengal* ...	34,816	3,20,983	...	...	3,288	41,457
4	...	East Indian*	31,632	3,58,998	30	539	8,156	1,90,405
5	(*a*) to (*h*)	Great Indian Peninsula* ...	13,007	1,47,852	586	25,637	1,229	27,437
6	(*a*) to (*l*)	Madras and Southern Mahratta*	38,525	2,52,968	542	11,582	1,974	26,464
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	3,524	43,395	37	561	267	4,804
8	(*a*) to (*m*)	North Western* ...	23,063	2,40,285	60	994	4,292	96,925
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	7,397	48,219	38	413	957	8,702
10	...	South Indian*	23,641	1,30,662	1,558	25,098	1,815	18,398
		3′ 3¾″ gauge.						
11	...	Assam-Bengal	3,134	26,665	...	...	214	4,004
12	...	Bengal and North-Western ...	38,499	3,05,459	4	30	751	8,182
13	...	Bengal Dooars	3,245	10,335	236	2,692	86	1,107
14	...	Bhavnagar	941	4,618	18	169	170	745
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India	13,871	1,39,443	132	2,085	1,090	12,469
15	...	Burma	8,667	76,306	497	7,332	1,154	11,926
16	...	Dibru-Sadiya	...	...	...	...	...	...
17	(*a*) & (*b*)	Gondal Porbandar	401	1,934	1	1	432	1,917
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley	1,630	26,810	6	114	93	1,721
18	...	Jamnagar	67	231	12	60	250	1,139
19	...	Jodhpur-Bikaner ...	2,622	18,506	6	73	303	2,644
20	...	Junagad	254	1,211	...	...	62	244
21	...	Morvi	641	2,726	3	18	30	197
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	3,799	22,102	2	12	169	1,337
23	...	Udaipur-Chitorgarh ...	431	2,632	1	10	34	c 202
		Carried over ...	284,006	24,95,130	3,852	78,811	29,616	5,08,721

* Including 3′ 3¾″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XXXII. Wood.								Number.
Total.		(1) Timber, unwrought.		(2) Manufactures.		Total.		Main-head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
308	309	310	311	312	313	314	315	316
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
17,185	2,04,312	90,799	3,73,260	3,667	32,210	94,466	4,05,470	1
15,894	1,56,609	71,231	2,96,776	6,522	74,969	77,803	3,71,745	2
38,104	3,62,440	100,555	2,43,320	11,967	93,666	112,822	3,37,486	3
39,318	5,49,942	89,196	2,88,225	10,215	1,10,446	99,411	3,98,671	4
14,822	2,00,926	164,611	6,95,743	9,105	1,17,673	173,716	8,13,416	5
41,041	2,91,014	272,168	8,30,539	14,395	1,15,627	286,563	9,46,166	6
3,828	48,260	52,367	1,54,631	1,781	11,940	54,148	1,66,571	7
27,415	3,38,204	146,837	5,13,182	14,837	1,28,440	161,674	6,41,622	8
8,392	57,334	105,973	2,30,673	6,574	42,689	112,547	2,73,362	9
27,014	1,74,158	301,224	8,19,578	12,532	97,265	313,756	9,16,843	10
3,348	30,669	7,156	29,711	7,710	51,716	14,866	81,427	11
39,254	3,13,671	64,364	2,11,327	6,661	46,359	71,025	2,57,686	12
3,567	14,134	6,688	23,454	2,513	35,477	9,201	58,931	13
1,129	5,532	8,610	32,606	711	3,335	9,321	35,941	14
15,093	1,54,002	44,026	1,68,352	4,310	33,845	48,336	2,02,197	2
10,318	95,564	166,958	6,18,182	4,438	21,177	171,396	6,39,359	15
...	...	5,829	20,295	...	...	5,829	20,295	16
834	3,852	8,071	25,123	1,172	3,767	9,243	28,890	17
1,729	28,645	7,634	26,983	948	8,157	8,582	35,140	7
329	1,480	469	1,233	88	198	557	1,431	18
2,934	21,223	13,471	46,640	1,104	6,617	14,575	53,257	19
316	1,455	1,965	5,655	174	762	2,139	6,417	20
674	2,941	1,412	4,416	91	473	1,503	4,889	21
3,970	23,451	51,329	1,66,675	1,498	9,004	52,827	1,75,679	22
466	2,844	244	799	22	164	266	963	23
317,474	30,82,662	1,783,537	58,27,868	123,035	10,45,976	1,906,572	68,73,844	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India.

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XXXI. Tobacco.					
			(1) Unmanufactured.		(2) Manufactured.			
					(a) Cigars.		(b) Other sorts.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
299	300	301	302	303	304	305	306	307
		Brought forward ...	Tons. 284,096	Rs. 24,95,130	Tons. 3,852	Rs. 73,811	Tons. 29,616	Rs. 5,08,721
		2′ 6″ gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Barasat-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	153	646	...	...	105	746
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	16	38	...	..	...	...
32	...	Cutch	22	52	9	29	...	...
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari	22	57	1	7	...	...
38	...	Madaya Light ...	...	...	...	Information	...	...
1	(*d*)	Mourbhanj	6	16	...	...	3	10
1	(*f*)	Parlakimedi Light ...	50	44	...	...	1	3
22	(*c*)	Powayan Light	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light	472	1,829	...	3	252	686
41	...	Tarkessur-Magra Light ...	27	57	...	...	10	18
42	...	Tezpore-Balipara Light ...	2	10	...	...	...	...
		2′ 0″ gauge.						
43	...	Darjeeling-Himalayan ...	66	1,114	371	7,900	63	1,235
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhri Light	147	135	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	33	74	...	...	...	...
		TOTAL 1912 ...	285,022	24,99,202	4,233	86,750	30,050	5,11,419
		TOTAL 1911 ...	326,495	28,00,980	3,832	77,467	26,790	4,51,768
		INCREASE ...	...	...	401	9,283	3,260	59,651
		DECREASE ...	41,473	3,01,778	...	...	...	...

DIX 10.—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

	XXXII. Wood.						Number.
Total.	(1) Timber, unwrought.		(2) Manufactures:		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
308	309	310	311	312	313	314	315	316
Tons. 317,474	Rs. 30,82,662	Tons. 1,783,537	Rs. 58,27,868	Tons. 123,035	Rs. 10,45,976	Tons. 1,906,572	Rs. 68,73,844	
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
258	1,392	2,186	4,907	390	1,660	2,576	6,567	28
...	...	...	...	...	...	...	...	29
16	38	1,372	826	18	37	1,390	863	31
31	81	572	802	25	41	597	843	32
...	...	62	74	...	...	62	74	33
23	64	179	158	1	4	180	162	34
not furnished	...	...	...	...	...	...	...	38
9	26	1,382	2,919	3	7	1,385	2,926	1
51	47	342	362	33	89	375	451	1
...	...	1,090	1,365	...	...	1,090	1,365	22
724	2,518	1,314	4,167	332	756	1,646	4,923	40
37	75	1,346	934	65	141	1,411	1,075	41
2	10	...	...	...	...	...	...	42
500	10,249	250	2,891	404	6,533	654	9,424	43
...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	45
147	135	...	...	188	166	188	166	46
...	...	...	...	...	...	...	...	47
33	74	22	47	15	42	37	89	48
319,305	30,97,371	1,793,654	58,47,320	124,509	10,55,452	1,918,163	69,02,772	
357,117	33,30,215	1,681,485	53,97,110	125,564	10,49,846	1,807,049	64,46,956	
...	...	112,169	4,50,210	...	5,606	114	4,55,816	
37,812	2,32,844	...	...	1,055	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XXXIII Wool. (1) Raw.		(2) Manufac- (a) Carpets and rugs.		(b) Piece-goods, European.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
317	318	319	320	321	322	323	324	325
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*), (*g*) & (*k*)	Bengal-Nagpur	50	1,207	...	...	...	...
2	(*a*), (*c*) to (*f*) & (*m*) to (*o*)	Bombay, Baroda and Central India	5,955	1,21,159	194	4,755	255	9,793
3	...	Eastern Bengal* ...	1,377	23,315	...	...	...	...
4	...	East Indian*	2,184	37,499	563	16,272	94	1,775
5	(*a*) to (*h*)	Great Indian Peninsula* ...	778	11,146	153	5,136	465	9,089
6	(*a*) to (*l*)	Madras and Southern Mahratta*	1,534	22,886	513	7,881	7	137
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	65	513	136	1,632	7	86
8	(*a*) to (*m*)	North Western*... ...	35,602	8,18,369	289	5,175	614	21,580
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	654	5,296	49	258		133
10	...	South Indian*	75	1,047	269	4,687	1	18
		3′ 3½″ gauge.						
11	...	Assam-Bengal	1	25	1	7	...	...
12	...	Bengal and North-Western ...	179	1,946	73	655	75	904
13	...	Bengal Dooars	1	21	...	...	1	10
14	...	Bhavnagar	346	2,313	...	...	...	...
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India	9,837	1,60,210	195	4,185	111	1,892
15	...	Burma	7	79	90	1,242	12	248
16	...	Dibru Sadiya	...	...	...	...	...	...
17	(*a*) & (*b*)	Gondal-Porbandar ...	558	1,338	...	...	...	...
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley	7	61	25	494	...	...
18	...	Jamnagar	174	617	17	61	...	...
19	...	Jodhpur-Bikaner ...	4,817	44,368	7	130	9	123
20	...	Junagad	111	647	1	2	1	4
21	...	Morvi	484	3,136	...	...	...	...
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	244	1,634	3	14	28	121
23	...	Udaipur-Chitorgarh ...	119	868	...	8	...	2
		Carried over ...	65,159	12,59,700	2,578	52,594	1,698	45,915

* Including 3′ 3½″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

tured.						XXXIV.		NUMBER.
(c) Piece-goods, Indian.		(d) Other sorts of manufactures.		TOTAL.		All other articles of merchandise.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
326	327	328	329	330	331	332	333	334
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	282	5,490	332	6,697	241,872	11,10,094	1
196	4,558	56	980	6,656	1,41,245	548,582	32,64,131	2
...	...	345	5,518	1,722	28,833	117,780	6,29,646	3
497	14,314	1,224	24,595	4,562	94,455	464,766	32,47,362	4
194	7,658	1,519	32,594	3,109	65,623	464,813	32,84,529	5
234	2,884	1,791	26,636	4,079	60,424	162,814	12,67,268	6
229	2,662	...	...	437	4,893	13,676	94,553	7
634	13,398	2,203	36,107	39,342	8,94,629	673,565	53,15,690	8
103	1,024	668	7,786	1,492	14,497	504,964	19,33,058	9
226	4,131	194	1,922	765	11,805	339,984	15,38,343	10
...	2	71	1,187	73	1,221	25,110	1,55,119	11
272	3,100	23	292	622	6,897	96,523	3,62,144	12
...	...	39	573	41	604	4,854	37,357	13
...	1	1	7	347	2,321	9,699	31,743	14
379	8,350	66	1,039	10,588	1,75,676	215,801	18,12,181	2
3	32	2	35	114	1,636	182,092	9,15,988	15
...	...	...	...	...	...	65,253	88,311	16
...	...	3	20	561	1,358	9,457	30,747	17
150	1,909	...	...	182	2,464	7,581	68,803	7
...	...	6	14	197	692	916	7,806	18
21	255	310	2,979	5,164	47,855	40,432	1,67,258	19
...	3	...	...	113	656	3,593	13,862	20
...	...	8	52	492	3,188	2,211	10,794	21
4	36	105	565	384	2,370	126,230	2,71,160	22
...	5	1	6	120	859	1,443	6,786	23
3,142	64,322	8,917	1,48,397	81,494	15,70,928	4,324,041	2,56,65,283	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

XXXIII.

Wool.

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	(1) Raw.		(2) Manufac			
					(a) Carpets and rugs.		(b) Piece-goods, European.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
317	318	319	320	321	322	323	324	325
		Brought forward ...	Tons. 65,159	Rs. 12,59,700	Tons. 2,578	Rs. 52,594	Tons. 1,698	Rs. 45,915
		2′ 6″ gauge.						
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
27	...	Barasat-Basirhat Light ...	...	...	...	...	...	...
28	...	Barsi Light	1	10	2	11	...	...
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	...	...	...	...	...	...
32	...	Cutch	136	122	...	...	...	...
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
34	...	Dholpur-Bari	4	14	...	...	...	...
38	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj	...	...	...	...	...	...
1	(*f*)	Parlakimedi Light ...	...	...	...	...	...	...
22	(*c*)	Powayan Light	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light	11	49	...	...	...	...
41	...	Tarkessur-Magra Light ...	2	3	...	...	...	...
42	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
43	...	Darjeeling-Himalayan ...	7	158	6	154	3	90
44	...	Howrah-Amta Light ...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
46	...	Jagadhari Light ...	...	...	4	2	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	8	24	...	...	...	...
		Total 1912 ...	65,328	12,60,080	2,590	52,761	1,701	46,005
		Total 1911 ...	60,951	11,21,430	2,661	54,429	2,324	53,946
		Increase ...	4,377	1,38,650	...	...	...	...
		Decrease ...	...	...	71	1,668	623	7,941

DIX 10—*contd.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

tured.						XXXIV.		Number.
(c) Piece-goods, Indian.		(d) Other sorts of manufactures.		Total.		All other articles of merchandise.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
326	327	328	329	330	331	332	333	334
Tons. 3,142	Rs. 64,322	Tons. 3,917	Rs 1,48,397	Tons. 81,494	Rs. 15,70,928	Tons. 4,324,041	Rs. 2,56,65,283	
...	...	...	...	...	...	*18,000	*31,000	25
...	...	...	...	...	...	*27,000	*50,000	27
...	1	160	589	163	611	5,245	13,386	28
...	...	...	...	...	...	*33,000	*45,000	29
...	...	...	...	...	...	3,803	6,316	31
...	...	...	...	136	122	919	1,549	32
...	...	...	...	...	...	1,714	3,003	33
...	...	...	...	4	14	615	1,285	34
not furnished	...	...	...	...	...	...	...	38
...	...	2	5	2	5	5,971	7,291	1
...	...	...	...	...	...	2,007	2,721	1
...	...	...	...	...	...	18,629	19,012	22
...	...	9	35	20	84	7,364	26,697	40
...	...	...	...	2	3	41,171	23,931	41
...	...	...	...	...	...	2,050	7,169	42
7	201	3	83	26	686	6,197	62,153	43
...	...	...	...	...	...	*33,000	*58,000	44
...	...	...	...	...	...	*11,000	*13,000	45
...	...	...	...	4	2	139	136	46
...	...	...	...	...	...	*24,000	*33,000	47
...	...	1	8	9	32	165	354	48
3,149	64,524	9,092	1,49,117	81,860	15,72,487	4,566,030	2,61,20,276	
3,917	82,237	8,717	1,34,839	78,570	14,46,881	3,926,640	2,40,97,373	
...	...	375	14,278	3,290	1,25,606	639,390	20,22,903	
768	17,713	...	...	...	...	...	...	

* Represents total articles of merchandise and earnings therefrom.

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	GRAND TOTAL.		(1) Horses.		(2) Cattle.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
335	336	337	338	339	340	341	342	343
		5′ 6″ gauge.	Tons.	Rs.	Tons.‡	Rs.	Tons.‡	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur ...	5,936,044	2,32,36,852	172	4,399	15,616	76,214
2	(*a*), (*c*) to (*f*) & (*m*) to (*o*)	Bombay, Baroda and Central India.	2,796,673	2,14,69,935	612	10,547	15,286	1,64,869
3	...	Eastern Bengal* ...	4,020,964	1,67,62,701	271	3,534	11,120	96,121
4	...	East Indian*	14,518,742	6,77,47,596	3,351	88,451	8,456	1,79,960
5	(*a*) to (*k*)	Great Indian Peninsula* ...	6,128,746	5,69,24,534	1,645	80,105	10,418	1,13,980
6	(*a*) to (*l*)	Madras and Southern Mahratta*	3,324,751	2,24,95,155	794	17,715	4,635	49,111
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	885,543	41,92,104	395	5,010	92	1,196
8	(*a*) to (*m*)	North Western* ...	6,731,941	6,19,46,005	6,558	1,12,161	17,102	2,30,026
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	2,333,474	98,70,954	1,484	43,788	2,544	26,322
10	...	South Indian* ...	2,699,180	1,25,53,082	288	3,829	4,665	35,172
		3′ 3⅜″ gauge.						
11	...	Assam-Bengal ...	573,666	28,25,501	383	15,395	481	5,217
12	...	Bengal and North-Western ...	2,227,492	†1,00,22,045	562	6,407	14,369	1,56,729
13	...	Bengal Dooars ...	141,396	9,95,688	...	...	...	67
14	...	Bhavnagar	221,114	6,36,900	125	820	3,149	14,783
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	2,617,149	1,87,28,300	893	19,712	13,745	1,32,741
15	...	Burma	1,983,911	1,03,41,733	853	31,776	6,177	1,66,762
16	...	Dibru-Sadiya	721,032	10,77,132	...	...	124	545
17	(*a*) & (*b*)	Gondal-Porbandar ...	222,424	4,64,110	234	546	3,164	8,255
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	311,913	25,15,730	109	2,713	97	3,449
18	...	Jamnagar	32,194	59,000	9	64	8	64
19	...	Jodhpur-Bikaner ...	1,072,201	40,87,059	308	3,806	854	7,217
20	...	Junagad	85,968	2,04,711	11	54	102	581
21	...	Morvi	88,408	2,57,649	62	529	156	1,021
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	643,652	18,77,226	28	183	218	2,416
23	...	Udaipur-Chitorgarh ...	29,505	1,22,394	39	311	10	43
		Carried over ...	60,348,086	35,14,14,096	19,186	4,51,855	132,588	14,72,861

* Including 3′ 3⅜″ and 2′ 6″ gauge railways.

† Excluding Rs. 7,96,187 in respect of ferries and steam-boats which are included in the details. The tonnage and earnings of the Cawnpore-Burhwal (3′ 3⅜″ gauge link) railway are included throughout with the Bengal and North-Western railway.

DIX 10—*concld.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XXXV. Animals.						Number.
(3) Sheep, etc.		(4) Elephants.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
344	345	346	347	348	349	350
Tons. ‡	Rs.	Tons. ‡	Rs.	Tons. ‡	Rs.	
4,401	55,902	15	245	20,204	1,36,760	1
12,825	2,84,565	...	...	28,723	4,59,981	2
334	3,776	3	400	11,728	1,03,831	3
8,396	2,37,321	...	...	20,203	5,05,732	4
10,239	1,76,019	21	763	22,323	3,70,867	5
9,359	1,17,408	...	...	14,788	1,84,234	6
12	190	...	...	499	6,396	7
1,079	20,844	25	114	24,764	3,63,145	8
588	5,702	...	...	4,616	75,812	9
15,320	1,00,970	102	558	20,375	1,40,529	10
245	4,119	...	...	1,109	24,731	11
743	11,399	...	...	15,674	1,74,535	12
...	...	...	...	...	67	13
50	299	...	...	3,324	15,902	14
9,651	1,37,501	...	...	24,289	2,89,954	2
2,678	1,01,455	5	187	9,713	3,00,180	15
...	...	...	...	124	545	16
29	118	...	...	3,427	8,919	17
31	727	...	...	237	6,889	7
5	41	...	...	22	169	18
25	272	...	...	1,187	11,295	19
9	25	...	...	122	660	20
5	11	...	...	223	1,561	21
21	276	...	...	267	2,875	22
...	...	...	...	49	354	23
76,045	12,58,940	171	2,267	227,990	31,85,923	

‡ Live stock has been converted into tons at :—

A head of cattle, or a pony or horse	...	...	= 0·25	ton.
A sheep, goat, etc.	...	...	= 0·025	"
An elephant	...	...	= 2·50	tons.

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	GRAND TOTAL.		(1) Horses.		(2) Cattle.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
335	336	337	338	339	340	341	342	343
		Brought forward ...	Tons. 60,348,086	Rs. 35,14,14,096	Tons.* 19,186	Rs. 4,51,855	Tons.* 132,588	Rs. 14,72,861
		2′ 6″ gauge.						
25	...	Arrah-Sasaram Light ...	18,000	31,000	...	...	...	...
27	...	Baraset-Basirhat ...	27,000	50,000	...	...	...	...
28	...	Barsi Light	126,292	5,00,739	34	307	1	21
29	...	Bukhtiarpore-Bihar Light ...	33,000	45,000	...	...	...	...
31	...	Champaner-Shivrajpur Light..	66,331	63,334	...	...	...	...
32	...	Cutch	21,672	47,408	...	...	...	...
33	...	Dehri-Rohtas Light ...	43,866	68,302	...	...	...	...
34	...	Dholpur-Bari ...	18,535	17,491	...	...	...	...
38	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj	15,828	24,432	...	...	...	...
1	(*f*)	Parlakimedi Light ...	9,190	9,816	...	...	...	...
22	(*o*)	Powayan Light ...	29,325	34,569	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	106,719	2,30,266	...	...	...	...
41	...	Tarkessur-Magra Light ...	51,098	34,824	...	...	...	...
42	...	Tezpore-Balipara Light ...	17,392	62,593	...	...	...	...
		2′ 0″ gauge.						
43	...	Darjeeling-Himalayan ...	43,149	5,75,397	...	...	610	3,558
44	...	Howrah-Amta Light ...	33,000	58,000	...	...	...	...
45	...	Howrah-Sheakhala Light ...	11,000	13,000	...	...	...	...
46	...	Jagadhri Light ...	15,832	11,862	...	...	...	...
47	...	Jorhat (Provincial) ...	24,000	33,000	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	3,372	6,061	...	...	...	...
		TOTAL 1912 ...	61,064,187	35,34,11,190	19,220	4,52,162	133,199	14,76,440
		TOTAL 1911 ...	54,222,872	30,57,93,492	20,973	4,55,968	132,341	15,80,538
		INCREASE ...	6,841,315	4,76,17,698	...	...	858	...
		DECREASE ...	...	...	1,753	3,806	...	1,04,098

* Live stock has been converted into tons at :—

A head of cattle, or a pony or horse ... ... = 0·25 ton.
A sheep, goat, etc. ... ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

DIX 10—*concld.*

earnings therefrom during the calendar year 1912.

and is therefore not the same as the total production and imports.]

XXXV. ANIMALS.						NUMBER.
(3) Sheep, etc.		(4) Elephants.		TOTAL.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
344	345	346	347	348	349	350
Tons.* 76,045	Rs. 12,58,940	Tons.* 171	Rs. 2,267	Tons.* 227,990	Rs. 31,85,923	
...	...	...	...	...	...	25
...	...	...	...	...	...	27
...	3	...	...	35	331	28
...	...	...	...	...	...	29
...	...	...	...	...	...	31
...	...	..	...	...	...	32
...	...	...	...	...	...	33
...	...	...	...	...	...	34
not furnished.	...	...	...	...	...	35
...	...	...	...	...	...	1
...	...	...	...	...	...	1
...	...	...	...	...	...	22
...	...	...	...	...	...	40
...	...	...	...	...	...	41
...	...	...	...	...	...	42
1	16	...	...	611	3,574	43
...	...	...	...	...	...	44
...	...	...	...	...	...	45
...	2	...	...	...	2	46
...	...	...	...	...	...	47
...	...	...	...	...	...	48
76,046	12,58,961	171	2,267	228,636	31,89,930	
73,453	12,26,856	153	2,103	226,920	32,65,465	
2,593	32,105	18	164	1,716	...	
...	...	...	...	...	75,635	

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	1	2	3	4		
				Description of railway					
Main head.	Sub-head.			Gauge of railway.	Mean mileage worked.	Number of stations.	Total length of the under		
							(a) $\frac{1}{2}$ and less.	(b) $\frac{1}{2}$ to $\frac{1}{50}$.	(c) $\frac{1}{50}$ to $\frac{1}{100}$.
					Miles.	No.	Miles.	Miles.	Miles.
		5′ 6″ Gauge.							
1	(*a*)	Bengal-Nagpur		5′ 6″	1,855·47	295	...	0·15	119·84
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		5′ 6″	1,173·84	132	...	1·32	0·31
3	(*a*)	Eastern Bengal		5′ 6″	510·10	143	...	...	...
4	(*a*) to (*d*)	East Indian		5′ 6″	2,651·79	405	6·05	18·63	49·88
5	(*a*) to (*f*)	Great Indian Peninsula		5′ 6″	2,960·84	455	19·31	2·82	72·30
6	(*a*) and (*b*)	Madras and Southern Mahratta		5′ 6″	1,041·61	209	...	13·60	34·42
7	(*a*) and (*b*)	Nizam's Guaranteed State		5′ 6″	354·70	45	...	...	79·19
8	(*a*) to (*j*)	North Western		5′ 6″	4,746·30	755	82·62	93·23	152·22
9	(*a*) and (*b*)	Oudh and Rohilkhand		5′ 6″	1,548·47	277	...	9·30	6·41
10	(*a*)	South Indian		5′ 6″	664·07	83	...	9·26	15·00
		3′ 3⅜″ Gauge.							
11	(*a*)	Assam-Bengal		3′ 3⅜″	800·62	142	10·11	35·58	28·45
12	(*a*) and (*b*)	Bengal and North-Western		3′ 3⅜″	2,033·05	355	0·30	0·15	...
14	(*a*) and (*b*)	Bhavnagar		3′ 3⅜″	190·68	29	...	0·29	1·45
2	(*b*) and (*g*) to (*l*)]	Bombay, Baroda and Central India		3′ 3⅜″	2,210·93	314	3·40	0·23	18·75
15	(*a*) to (*c*)	Burma		3′ 3⅜″	1,537·55	305	64·59	33·47	50·17
3	(*b*) to (*d*)	Eastern Bengal		3′ 3⅜″	1,116·71	204	0·34	0·52	3·84
17	(*a*) and (*b*)	Gondal-Porbandar		3′ 3⅜″	194·22	33	...	...	...
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		3′ 3⅜″	423·88	61	...	...	...
18	(*a*)	Jamnagar		3′ 3⅜″	54·22	7	...	...	0·17
19	(*a*) to (*e*)	Jodhpur-Bikaner		3′ 3⅜″	1,143·15	129	...	...	...
20	(*a*)	Junagad		3′ 3⅜″	95·06	15	...	0·17	1·35
6	(*c*) to (*l*)	Madras and Southern Mahratta		3′ 3⅜″	2,091·16	323	16·25	81·55	692·23
10	(*c*)	Nilgiri		3′ 3⅜″	28·96	12	22·95	1·61	0·27
22	(*a*) and (*b*)	Rohilkund and Kumaon		3′ 3⅜″	542·80	90	...	6·41	8·89
10	(*f*)	Shoranur-Cochin		3′ 3⅜″	64·75	15	...	13·75	9·14
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		3′ 3⅜″	1,111·12	264	0·04	14·64	130·82
23	(*a*)	Udaipur-Chitorgarh		3′ 3⅜″	68·72	11	...	...	1·10
		2′ 6″ Gauge.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2′ 6″	509·77	67	...	34·24	87·33
8	(*k*)	Kalka-Simla		2′ 6″	59·92	20	6·00	2·38	9·94
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai		2′ 6″	102·00	17	0·06	...	27·57
10	(*j*)	Morappur-Dharmapuri		2′ 6″	18·53	3	...	5·33	2·73
1	(*g*)	Purulia-Ranchi		2′ 6″	73·68	12	...	9·57	23·74
1	(*h*)	Baipur-Dhamtari		2′ 6″	56·94	14	0·51	...	...
10	(*k*)	Tirupattur-Krishnagiri		2′ 6″	25·38	5	...	8·21	2·29

DIX 11.

during each half of the calendar year 1912.

prepare these statistics.]

5				6		7		8		9		10		Number.
worked.				Financial results.				Outlay, earnings and expenses. (Exclusive of Steam-boat Service.)						
noted gradients.		Steepest gradient worked.		Percentage of net earnings (including steam-boat traffic) on capital outlay on lines open and partly open, *i.e.*, on the mileage earning revenue.		Percentage of net earnings on paid up capital.		Capital outlay per mile open.		Total earnings per mile open per week.		Total working expenses per mile open per week.		Main head.
(*d*) 1/101 to 1/200.	(*e*) 1/201 to 1/300	(*a*) Length.	(*b*) Inclination.	Per cent.		Per cent.		Rs.		Rs.		Rs.		
Miles.	Miles.	Miles.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
611·90	149·77	0·15	1/80	3·36	3·21	3·36	3·21	1,65,128	1,66,323	397	385	172	169	1
256·43	98·12	...	...	4·78	2·79	...	...	1,91,333	1,94,848	638	508	283	294	2
...	7·69	3·72	1/300	2·25	3·06	...	...	2,66,779	2,69,708	681	871	377	524	3
214·07	168·41	15·23	1/80	5·16	4·85	...	...	2,43,877	2,45,128	769	745	282	285	4
809·62	279·52	5·99	1/87	4·27	2·63	...	...	1,91,958	1,93,991	606	511	291	312	5
184·96	113·28	0·80	1/90	3·17	2·67	*3·20	*2·45	1,66,199	1,66,769	421	385	212	209	6
110·99	18·22	2·52	1/100	†3·39	†2·87	†3·26	†2·50	1,38,143	1,39,342	354	315	147	155	7
148·82	115·46	5·60	1/91	3·36	2·67	...	...	1,63,921	1,64,857	431	375	211	202	8
19·15	22·56	2·25	1/87	4·03	2·97	...	...	1,22,458	1,23,260	327	274	130	129	9
86·75	39·19	1·42	1/83	2·75	2·54	...	...	1,46,044	1,47,391	322	318	165	171	10
106·07	309·13	4·84	1/87	0·46	0·78	...	...	1,70,869	1,71,642	148	162	117	110	11
3·54	7·09	0·30	1/80	4·48	3·36	...	...	50,104	53,803	218	185	76	57	12
42·36	16·03	0·96	1/90	4·61	2·87	...	...	56,867	55,491	180	131	76	72	14
364·36	226·88	...	...	5·59	3·84	...	...	78,612	79,030	317	262	142	142	2
156·16	142·80	9·81	1/87	3·04	1·63	...	...	1,18,964	1,20,377	315	232	167	153	15
44·27	41·62	0·82	1/120	2·37	2·95	...	...	1,01,810	1,05,696	225	249	133	131	3
67·90	32·31	1·69	1/83	4·41	2·30	...	...	43,975	43,984	134	108	59	60	17
250·00	15·31	26·47	1/125	4·69	2·23	4·68	2·25	73,592	74,286	250	157	119	98	7
9·54	6·88	0·19	1/100	2·51	1·71	...	...	46,150	46,173	93	76	51	48	18
216·47	114·22	2·31	1/120	6·73	5·58	...	...	25,215	25,152	122	115	54	56	19
24·52	12·79	0·17	1/87	3·58	1·92	...	...	51,547	47,357	132	85	59	49	20
335·96	117·53	16·25	1/80	2·75	1·89	*3·20	*2·45	78,891	79,096	135	155	99	96	6
0·18	...	0·27	1/83	1·00	0·50	...	...	2,61,443	2,62,400	365	328	263	275	10
14·61	23·22	3·44	1/91	4·00	3·47	...	...	59,466	60,027	157	139	60	57	22
7·45	3·08	13·75	1/80	2·49	1·83	...	..	1,06,713	1,06,849	198	176	95	101	10
244·55	103·73	0·04	1/80	5·28	4·04	...	...	95,152	97,222	376	355	167	195	10
30·75	6·98	0·46	1/100	3·98	3·28	...	...	31,734	32,629	86	85	38	45	23
113·41	32·25	0·08	1/83	1·17	0·55	·1·16	0·55	59,084	59,993	72	63	46	51	1
3·40	...	1·33	1/83	0·43	1·57	...	...	3,23,702	3,29,776	345	459	290	262	8
30·07	22·77	3·63	1/100	—1·65	—0·17	...	...	68,483	68,512	68	69	112	73	8
3·38	..	* 4·53	1/87	0·12	0·18	...	...	44,982	44,982	48	53	46	50	10
13·24	3·94	9·57	1/80	3·42	2·26	3·42	2·26	67,749	67,833	139	110	50	51	1
17·83	2·55	0·51	1/80	3·46	2·15	3·46	2·15	24,991	25,982	64	54	31	38	1
4·15	0·21	7·18	1/87	0·71	1·03	...	...	42,459	42,515	51	45	39	27	10

* For both 5′ 6″ and 3′ 3⅜″ gauges.
† For Nizam's Guaranteed State railway only.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	11		12		13	
				Outlay, earnings and expenses					
Main head.	Sub-head.			Total earnings per train-mile. Rs.		Total working expenses per train-mile. Rs.		Net earnings per train-mile. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		4·57	4·22	1·98	1·85	2·59	2·37
2	(a) and (c) to (f)	Bombay, Baroda and Central India		5·70	4·92	2·54	2·85	3·17	2·07
3	(a)	Eastern Bengal		3·99	4·96	2·38	2·99	1·61	1·97
4	(a) to (d)	East Indian		4·70	4·47	1·73	1·71	2·97	2·76
5	(a) to (f)	Great Indian Peninsula		4·48	3·65	2·15	2·23	2·33	1·42
6	(a) and (b)	Madras and Southern Mahratta		4·94	4·58	2·48	2·48	2·46	2·10
7	(a) and (b)	Nizam's Guaranteed State		4·40	4·19	1·82	2·06	2·58	2·13
8	(a) to (f)	North Western		4·61	4·37	2·26	2·35	2·35	2·02
9	(a) and (b)	Oudh and Rohilkhand		4·50	3·85	1·79	1·81	2·71	2·04
10	(a)	South Indian		3·75	3·62	1·92	1·95	1·83	1·67
		3′ 3¾″ Gauge.							
11	(a)	Assam-Bengal		3·20	3·45	2·53	2·34	0·67	1·11
12	(a) and (b)	Bengal and North-Western		3·52	3·13	1·23	0·97	2·29	2·16
14	(a) and (b)	Bhavnagar		3·25	3·02	1·37	1·66	1·88	1·36
2	(b) and (g) to (l)	Bombay, Baroda and Central India		3·55	3·34	1·59	1·81	1·96	1·53
15	(a) to (c)	Burma		3·84	3·32	2·04	2·19	1·80	1·13
3	(b) to (d)	Eastern Bengal		3·08	3·28	1·82	1·74	1·26	1·54
17	(a) and (b)	Gondal-Porbandar		3·08	3·02	1·35	1·65	1·73	1·35
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		3·61	2·73	1·72	1·70	1·89	1·03
18	(a)	Jamnagar		3·42	2·89	1·89	1·81	1·53	1·08
19	(a) to (e)	Jodhpur-Bikaner		3·35	2·85	1·48	1·38	1·87	1·47
20	(a)	Junagad		3·67	3·10	1·65	1·78	2·02	1·32
6	(c) to (l)	Madras and Southern Mahratta		3·08	2·72	1·64	1·68	1·14	1·04
10	(c)	Nilgiri		5·61	5·16	4·04	4·34	1·57	0·82
22	(a) and (b)	Rohilkund and Kumaon		4·06	3·62	1·56	1·47	2·50	2·14
10	(f)	Shoranur-Cochin		2·81	2·59	1·35	1·48	1·47	1·11
10	(b), (d), (e) and (g) to (i)	South Indian		3·50	3·36	1·58	1·45	1·92	1·51
23	(a)	Udaipur-Chitorgarh		2·97	2·86	1·31	1·51	1·65	1·35
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2·32	2·21	1·29	1·17	1·03	0·44
8	(k)	Kalka-Simla		4·31	4·77	3·63	2·72	0·68	2·05
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai		1·15	1·35	1·88	1·43	*−0·73*	*−0·08*
10	(f)	Morappur-Dharmapuri		1·13	1·17	1·08	1·10	0·05	0·07
1	(g)	Purulia-Ranchi		3·57	2·45	1·28	1·13	2·29	1·32
1	(h)	Raipur-Dhamtari		2·73	2·59	1·32	1·56	1·41	1·03
10	(k)	Tirupattur-Krishnagiri		1·61	1·55	1·24	0·96	0·37	0·59

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

14		15		16		17		18		19		20		Number.
(Exclusive of Steam-boat Service)—*concld.*								Division of expenditure between coaching and goods traffic.						
Cost per 1,000 gross ton-miles moved (freight and dead weight). Rs.		Percentage of total working expenses on total earnings. Per cent.		Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores. Per cent.		Inclusive of steam-boat service. Percentage of total working expenses on total earnings (for details see items 123-129). Per cent.		Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of rupees). Rs.		Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)— Coaching (in thousands of rupees). Rs.		Goods (in thousands of rupees). Rs.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
3·23	3·96	43·28	43·94	41·64	41·92	44·24	44·87	78,23	77,44	19,30	22,19	58,98	55,25	1
5·33	6·26	44·31	57·86	43·10	56·67	44·31	57·86	33,33	38,01	29,55	35,30	54,28	52,21	2
6·16	7·03	59·68	60·19	59·34	60·33	59·68	60·19	46,21	66,08	20,53	25,54	25,68	40,54	3
2·95	3·97	36·74	38·30	35·27	36·86	36·87	38·39	1,88,78	1,92,72	45,97	48,12	1,42,81	1,44,60	4
5·18	5·59	47·93	61·11	46 62	59·77	47·93	61·11	2,20,18	2,35,58	70,02	76,99	1,50,11	1,58,59	5
5·87	5·88	50 28	54·17	49·21	53·35	50·28	54·17	55,17	54,28	20,78	21,72	34,39	32,56	6
4·66	5·37	41·44	49·28	41·17	49·12	41·44	49·28	12,30	13,11	3,35	3,33	8,95	9,28	7
4·32	5·11	49·04	53·75	47 27	51·90	49·04	53·77	2,52,44	2,46,36	74,44	82,60	1,78,00	1,63,76	8
4·00	4·80	39·74	47·08	38·10	45·44	39·74	47·08	45,86	47,85	20,52	21,75	24,84	26,10	9
5·44	5·60	51·22	53·81	50·78	53·18	51·22	53·81	15,76	16,54	7,05	7,69	8,71	8,85	10
10·42	8·27	79·16	67·31	78·36	67·04	79·16	67·31	22,30	20,77	9,00	7,33	13,30	13,44	11
4·42	3·92	39 98	30·98	33·62	28·99	36·24	32 42	37,86	30,00	15,23	14,24	22,57	15,76	12
7·64	9·91	42·25	54·98	41·93	54·71	42·25	54·93	3,58	3,52	1,52	1,99	2,06	1,53	14
5·99	7·12	44·72	54·05	43 97	52·84	44·72	54·05	79,12	79,29	26,16	30,96	52,96	48,33	2
7·69	8·75	53·16	65·99	52·38	64·94	54·16	66·59	64,91	59,28	22,37	25,38	42,54	33,90	15
7·07	6·94	59·06	53 98	56·19	47·78	60·99	55·69	37,61	38,12	15,21	16,86	22,40	21,26	8
7·81	10·08	43·71	54·99	43·26	52·19	43·71	54·99	2,79	2,89	1,40	1,75	1,39	1,14	17
8·21	8·43	47·67	62·28	46·47	60·43	47·67	62·28	11,99	10,55	4,72	4,92	7,27	5,63	7
12·30	13·05	55·20	62·81	55·18	62 81	55·20	62 81	70	64	48	48	22	16	18
6·16	5 95	44·29	48·41	43·13	47·47	44·29	48·41	15,49	16,26	5,30	5,33	10,19	10,93	19
7·98	9·17	44·96	57·48	43·69	57·45	44·96	57·48	1,23	1,20	57	59	71	61	20
7·71	8·10	53·35	61·71	52·34	60·71	53 35	61·71	52,45	50,57	17,32	19,12	35,06	31,75	6
49·96	51·88	71·98	84·02	71·55	83·39	71·98	84·02	1,96	2,06	1,25	1,31	71	75	10
5·98	6·31	38·47	40·73	37·95	40·28	38·10	40·29	3,05	7,92	3,12	3,56	4,93	4,36	22
7·78	8 88	48·21	57·13	47·91	56 91	48·21	57·13	1,60	1,68	79	78	81	90	10
7·06	8·32	45·13	54·97	44·61	54·47	45·13	54·97	46,15	54,76	23,85	28,02	23,30	26,74	10
7·36	9·10	44·27	52·75	44·23	52·69	44·27	52·75	62	77	40	54	22	23	23
8·14	8·28	63·44	79·93	62·50	78·98	63·44	79·93	6,05	6,75	2,24	2,72	3,81	4,03	1
42·62	27·56	84·27	57·01	84·08	56·84	84·27	57·01	4,46	4,04	1,71	1,41	2,75	2,63	8
30·29	21·11	163·61	106·36	164·64	106·38	163·61	106·36	2,95	1,94	1,58	1,15	1,37	79	8
11·41	12·36	95·61	93·93	95·60	93·89	95·61	93·93	22	24	15	17	7	7	10
6·03	6·10	35·84	46·22	35·52	44·90	35 86	46·22	93	95	50	61	43	34	1
10·59	14·71	48 49	60·31	48·19	59·65	48·49	60·31	46	48	11	16	35	32	1
12·97	9 89	76·96	61·67	76·87	61·67	76·96	61·67	26	18	15	12	11	7	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	21		22		23	
				COACHING					
				GROSS RECEIPTS AND TRAIN-MILEAGE					
Main head.	Sub-head.			Receipts from coaching traffic (in thousands of rupees). Rs.		Coaching train-miles run (in thousands). No.		Average coaching receipts per train-mile. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		55,48	67,50	1,566	1,864	3·54	3·62
2	(a) and (c) to (f)	Bombay, Baroda and Central India		61,27	56,80	1,778	1,819	3·45	3·12
3	(a)	Eastern Bengal		38,39	38,92	1,273	1,358	3·02	2·87
4	(a) to (d)	East Indian		1,59,77	1,59,81	4,516	4,597	3·54	3·48
5	(a) to (f)	Great Indian Peninsula		1,23,96	1,19,99	4,800	4,924	2·58	2·44
6	(a) and (b)	Madras and Southern Mahratta		44,86	42,59	1,262	1,299	3·52	3·28
7	(a) and (b)	Nizam's Guaranteed State		7,63	7,44	313	307	2·44	2·42
8	(a) to (j)	North Western		1,52,67	1,55,54	5,344	5,482	2·86	2·84
9	(a) and (b)	Oudh and Rohilkhand		57,85	54,93	1,708	1,743	3·39	3·15
10	(a)	South Indian		14,87	14,32	554	560	2·68	2·56
		3′ 3⅜″ GAUGE.							
11	(a)	Assam-Bengal		15,50	13,83	437	383	3·55	3·61
12	(a) and (b)	Bengal and North-Western		43,87	47,80	1,611	1,695	3·03	2·82
14	(a) and (b)	Bhavnagar		4,33	3,95	142	143	3·05	2·75
2	(b) and (g) to (l)	Bombay, Baroda and Central India		65,56	61,32	2,144	2,189	3·06	2·80
15	(a) to (c)	Burma		54,45	46,48	1,243	1,298	4·38	3·58
3	(b) to (d)	Eastern Bengal		32,35	32,38	1,191	1,360	2·72	2·38
17	(a) and (b)	Gondal-Porbandar		3,62	3,51	118	116	3·06	3·03
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		8,70	7,46	361	364	2·41	2·05
18	(a)	Jamnagar		92	81	27	29	3·44	2·80
19	(a) to (e)	Jodhpur-Bikaner		13,97	12,87	434	463	3·22	2·78
20	(a)	Junagad		1,56	1,41	37	37	4·18	3·78
6	(c) to (l)	Madras and Southern Mahratta		37,13	34,30	1,203	1,287	3·09	2·67
10	(e)	Nilgiri		1,59	1,20	31	32	5·09	3·78
22	(a) and (b)	Rohilkund and Kumaon		8,87	9,26	259	292	3·42	3·17
10	(f)	Shoranur-Cochin		2,09	1,68	73	63	2·88	2·66
10	(b), (d), (e) and (g) to (i)	South Indian		58,19	58,18	1,670	1,708	3·48	3·41
23	(a)	Udaipur-Chitorgarh		79	91	32	36	2·48	2·51
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		4,25	3,97	138	174	3·09	2·28
8	(k)	Kalka-Simla		3,00	3,88	53	67	5·65	5·78
8	(l) and (m)	Kohat-Thal and Nowshera-Dargai		1,29	1,27	88	87	1·46	1·46
10	(f)	Morappur-Dharmapuri		17	17	13	15	1·26	1·15
1	(g)	Purulia-Ranchi		1,49	1,27	40	55	3·69	2·32
1	(h)	Raipur-Dhamtari		44	42	12	14	3·65	2·98
10	(k)	Tirupattur-Krishnagiri		22	20	13	12	1·76	1·62

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

24	25	26	27	28	29	30	Num-ber.
TRAFFIC.							
UNITS AND UNIT-MILEAGE.							
Number of units carried one mile (in thousands).						Average sum received for carrying a unit one mile.	Main head.
1st class. Unit-miles.	2nd class. Unit-miles.	3rd or intermediate class. Unit-miles.	4th or lowest class. Unit-miles.	Total passenger unit-mileage. Unit-miles.	Other coaching traffic. Ton-miles.	1st class. Pies.	
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
2,866 / 2,838	5,337 / 5,872	9,536 / 13,239	352,896 / 447,494	370,635 / 468,933	3,006 / 2,884	12·96 / 12·72	1
2,680 / 2,576	14,041 / 13,094	26,144 / *26,311	403,181 / 359,654	446,046 / 400,635	5,026 / 5,664	13·21 / 13·31	2
1,917 / 1,615	4,469 / 4,518	27,565 / 30,381	210,231 / 203,286	244,182 / 240,250	1,902 / 2,238	13·45 / 13·38	3
6,647 / 6,406	13,895 / 17,748	69,073 / 75,799	1,004,583 / 1,019,754	1,094,198 / 1,119,707	13,235 / 11,384	14·70 / 13·42	4
8,442 / 9,486	20,171 / 22,375	2,841 / 6,479	734,621 / 696,533	765,575 / 734,878	11,469 / 11,114	13·25 / 12·54	5
2,107 / 1,971	5,644 / 5,615	1,574 / 1,584	278,678 / 272,090	288,008 / 281,260	3,436 / 3,078	15·14 / 15·09	6
442 / 414	1,854 / 1,812	*12,919 / *12,812	30,257 / 30,717	45,472 / 45,755	695 / 604	13·83 / 12·91	7
5,639 / 5,528	16,752 / 16,884	52,264 / 54,430	1,024,785 / 1,003,488	1,099,440 / 1,079,325	8,244 / 11,745	13·44 / 12·95	8
2,043 / 1,741	5,648 / 6,582	27,161 / 27,597	350,071 / 332,046	384,923 / 368,266	2,558 / 2,320	15·60 / 15·40	9
921 / 852	3,801 / 3,734	... / ...	110,773 / 110,758	115,495 / 115,344	958 / 914	11·76 / 11·36	10
551 / 547	827 / 846	1,862 / 2,373	90,418 / 75,710	93,658 / 79,476	690 / 740	15·34 / 15·24	11
432 / 450	1,612 / 1,717	6,405 / 6,054	428,403 / 413,814	436,852 / 422,085	1,202 / 1,486	12·28 / 12·73	12
54 / 74	516 / 505	... / ...	24,263 / 22,232	24,832 / 22,811	129 / 104	12·00 / 12·00	14
1,682 / 1,666	5,048 / 4,539	14,565 / 13,788	546,285 / 513,088	567,580 / 532,581	3,663 / 3,852	15·47 / 15·14	2
2,031 / 1,853	4,183 / 4,257	... / ...	309,352 / 258,434	315,566 / 264,544	1,476 / 1,688	15·64 / 15·08	15
519 / 567	1,725 / 2,474	16,508 / 18,306	193,257 / 193,134	212,009 / 214,981	1,645 / 1,442	14·97 / 14·36	3
78 / 81	595 / 580	... / ...	19,986 / 19,440	20,659 / 20,101	99 / 90	12·00 / 12·00	17
575 / 277	1,972 / 1,454	... / ...	55,455 / 52,971	58,002 / 54,702	607 / 417	11·42 / 10·13	7
15 / 9	156 / 142	... / ...	4,899 / 4,566	5,070 / 4,717	41 / 19	12·00 / 12·00	18
226 / 257	1,033 / 1,153	3,520 / 4,189	108,937 / 95,062	113,716 / 100,661	582 / 733	13·72 / 14·79	19
29 / 23	283 / 236	... / ...	8,562 / 7,912	8,874 / 8,171	44 / 34	12·00 / 12·00	20
1,098 / 1,029	4,331 / 4,502	55 / 7	284,138 / 259,589	289,622 / 265,107	1,745 / 1,603	15·07 / 15·07	6
324 / 253	... / ...	... / ...	1,969 / 1,996	2,293 / 2,249	46 / 28	19·46 / 19·47	10
191 / 190	793 / 1,004	701 / 712	64,139 / 66,893	65,824 / 68,799	259 / 248	26·03 / 26·91	22
91 / 80	405 / 412	... / ...	14,327 / 11,956	14,823 / 11,848	37 / 40	11·94 / 11·95	10
1,752 / 1,597	7,962 / 9,115	... / ...	499,406 / 503,994	509,122 / 519,706	1,742 / 1,736	11·42 / 11·08	10
47 / 41	68 / 90	24 / 66	6,164 / 6,999	6,303 / 7,196	36 / 49	17·98 / 18·00	23
63 / 67	161 / 197	246 / 308	36,518 / 33,300	36,988 / 33,872	130 / 142	16·31 / 16·29	1
177 / 264	310 / 405	... / ...	2,296 / 2,645	2,783 / 3,314	86 / 117	49·30 / 48·34	8
39 / 29	79 / 79	197 / 202	9,761 / 8,597	10,076 / 8,907	22 / 27	13·70 / 13·19	8
... / ...	11 / 40	... / ...	1,216 / 1,294	1,227 / 1,334	2 / 2	11·80 / 12·00	10
56 / 76	126 / 177	250 / 379	7,739 / 5,998	8,171 / 6,630	62 / 68	15·68 / 15·25	1
6 / 6	20 / 27	37 / 35	2,543 / 2,442	2,606 / 2,510	10 / 9	16·37 / 16·03	1
1 / 1	17 / 54	... / ...	1,543 / 1,455	1,561 / 1,510	5 / 4	12·00 / 11·99	10

*Third class by mail.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	31		32		33	
				COACHING					
				UNITS AND UNIT-					
				Average sum received for carrying					
Main head.	Sub-head.			2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur	1	6·57	6·56	3·24	3·25	2·39	2·40
2	(a) and (c) to (f)	Bombay, Baroda and Central India	2	5·59	5·89	2·79	2·79	2·09	2·10
3	(a)	Eastern Bengal	3	6·75	6·62	2·91	2·85	2·47	2·48
4	(a) to (d)	East Indian	4	7·06	6·02	3·22	3·12	2·24	2·24
5	(a) to (f)	Great Indian Peninsula	5	6·27	5·95	4·11	4·50	5 27	2·36
6	(a) and (b)	Madras and Southern Mahratta	6	7·24	7·01	4·50	4·50	2·31	2·31
7	(a) and (b)	Nizam's Guaranteed State	7	5·34	5·28	*2·69	*2·74	2·31	2·31
8	(a) to (j)	North Western	8	5·67	5·61	3 32	3·26	2·26	2·26
9	(a) and (b)	Oudh and Rohilkhand	9	6·67	6·17	3·04	3·04	2·44	2·44
10	(a)	South Indian	10	5·66	4·76	....	....	1·97	1·94
		3′ 3½″ GAUGE.							
11	(a)	Assam-Bengal	11	7·60	7·04	3·76	3·36	2·72	2·80
12	(a) and (b)	Bengal and North-Western	12	5·99	5·97	3·02	3·11	1·99	2·00
14	(a) and (b)	Bhavnagar	14	6·00	5·99	....	....	3·00	3·00
2	(b) and (g) to (l)	Bombay, Baroda and Central India	2	6·95	6·98	2·79	2·79	1·91	1·91
15	(a) to (c)	Burma	15	8 24	7·89	....	....	2·99	2·98
3	(b) to (d)	Eastern Bengal	3	7·13	6·42	2·87	2·85	2·51	2·51
17	(a) and (b)	Gondal-Porbandar	17	6·00	6·00	....	....	3·00	3·00
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	7	5·62	5·37	....	....	2·20	2·21
18	(a)	Jamnagar	18	6·00	6·00	....	....	3 00	3·00
19	(a) to (e)	Jodhpur-Bikaner	19	6·85	6·85	2·90	2·85	2·06	2·05
20	(a)	Junagad	20	6·00	6·00	....	....	2·99	3·00
6	(c) to (l)	Madras and Southern Mahratta	6	7·11	6·85	4·50	4·50	2·07	2·08
10	(c)	Nilgiri	10	....	....	....	....	5·51	4·92
22	(a) and (b)	Rohilkund and Kumaon	22	11·66	10·13	4·45	4·44	2·16	2·14
10	(f)	Shoranur-Cochin	10	5·89	4·97	....	....	2 43	2·41
10	(b), (d), (e) and (g) to (i)	South Indian	10	5·71	4·90	....	....	1·97	1 94
23	(a)	Udaipur-Chitorgarh	23	8·99	8 98	3·00	3·00	1·99	1·99
		2′ 6″ GAUGE.							
1	(b), c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.	1	7·17	7·21	4·05	3·68	2·00	2·00
8	(k)	Kalka-Simla	8	23·86	23·47	....	....	10·50	10·50
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	8	6·74	6·74	3·28	3·22	2·25	2·50
10	(j)	Morappur-Dharmapuri	10	6·00	2·17	....	....	2 50	2·40
1	(g)	Purulia-Ranchi	1	7·37	7 44	4·22	3·61	3·00	2·94
1	(h)	Raipur-Dhamtari	1	3·00	7·80	4·50	4·50	3·00	3·00
10	(k)	Tirupattur-Krishnagiri	10	6·09	2·11	..	....	2·49	2·37

*Third class by mail.

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

34	35	36	37	38	39	40	
TRAFFIC—*contd.*							NUMBER.
MILEAGE—*contd.*							

a unit one mile—*concld.*				Average number of units in a train.										
Average for all classes. Pies.		Other coaching traffic per ton-mile. Pies.		1st class. No.		2nd class. No.		3rd or intermediate class. No.		4th or lowest class. No.		Total passenger units. No.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2·56	2·52	38·95	39·16	1·83	1·25	3·41	3·15	6·09	7·10	225·33	240·08	236·66	251·58	1
2·30	2·33	29·56	27·86	1·51	1·42	7·89	6·68	14·70	*14·47	226·72	197·75	250·32	220·29	2
2·69	2·67	45·02	46 81	1·51	1·19	3·51	3·33	21·66	22·69	165·18	149·66	191·86	176·87	3
2·44	2·42	30·47	31·48	1·47	1·39	3·08	3·86	15·29	16·49	222·45	221·85	242·29	243·59	4
2·60	2·62	34·00	34·07	1·76	1·93	4·20	4·54	0·49	1·32	155·03	141·45	159·48	149·24	5
2·51	2·51	37·18	36·72	1·67	1·52	4·47	4·32	1·25	1·22	220·88	209·48	228·27	216·54	6
2·65	2·64	37·09	36·20	1·42	1·35	5·98	5·91	...	...	138·15	141·85	145·50	149·11	7
2·42	2·41	33·22	32·35	1·06	1·01	3·13	2·99	9·78	9·98	191·78	183·04	205·75	196·96	8
2·61	2·61	41·17	40·45	1·19	1·00	3·31	3·78	15·91	16·00	205·02	190·49	225·43	211·27	9
2·17	2·10	36·79	35·33	1·66	1·52	6·86	6·66	...	...	199·88	197·68	208·40	205·86	10
2·86	2·94	42·76	42·77	1·26	1·43	1·89	2·21	4·26	6·19	207·05	197·60	214·46	207·43	11
2·03	2·04	41·49	38·32	0·27	0·27	1·00	1·01	3·97	3·57	265·97	244·10	271·21	248·95	12
3·08	3·09	50·81	50·74	0·38	0·52	3·64	3·52	...	...	171·25	155·06	175·27	159·10	14
2·02	2·01	30·55	28·11	0·79	0·53	2·35	2·03	6·79	6·20	254·82	234·40	264·75	243·31	2
3·14	3·15	37·24	35·47	1·63	1·48	3·37	3·28	...	...	242·69	199·15	253·89	208·86	15
2·61	2·62	40·95	40·11	0·43	0·42	1·45	1·82	13·87	13·83	162·30	142·06	178·05	158·13	3
3·12	3·12	51·18	51·18	0·66	0·70	5·02	5·01	...	...	168·66	167·65	174·34	173·35	17
2·40	2·34	45·53	36·88	1·59	0·76	5·46	4·00	...	...	153·47	145·64	160·52	150·40	7
3·12	3·11	47·09	47·55	0·54	0·30	5·82	4·92	...	...	183·17	157·93	188·53	163·15	18
2·15	2·17	40·41	39·17	0·52	0·56	2·38	2 49	8·11	9·04	251·07	205·24	262·08	217·33	19
3·12	3·11	51·55	51·48	0·76	0·62	7·59	6·30	...	...	229·76	211·60	238·11	218·52	20
2·19	2·21	44·67	44·64	0·91	0·80	3·60	3·50	0·05	0·01	236·16	201·67	240·71	205·98	6
7·48	6·56	289·37	297·04	10·36	8·02	...	...	...	...	63·01	63·10	73·37	71·12	10
2·36	2·20	56·90	64·48	0·73	0·65	3·06	3·44	2·71	2·44	247·46	229·20	253·96	235·73	22
2·58	2 56	50·11	49·43	1·26	1·26	5·57	6·51	...	...	197·41	179·24	204·24	187·01	10
2·06	2·02	38·54	39·27	1·05	0·94	4·77	5·84	...	...	293·02	298·04	304·84	304·32	10
2·19	2·18	37·26	34·21	1·48	1·13	2·13	2·50	0·76	1·88	194·12	194·26	198·49	199·72	23
2·06	2·07	41·88	41·45	0·46	0·39	1·17	1·13	1·79	1·77	265·48	191·76	268·90	195·05	1
14·46	15·10	201·25	201·90	3·34	3·96	5·85	6·06	...	...	43·26	39·56	52·45	49·58	8
2·35	2·59	48·78	50·22	0·45	0·33	0·89	0·91	2·23	2·32	110·87	98·52	113·94	102·08	8
2·53	2·49	59·26	58·70	0·05	0·02	0·88	2·65	...	...	91·11	85·86	91·99	88·53	10
3·19	3·24	41·94	41·52	1·38	1·40	3·10	3·23	6·18	6·95	191·26	110·00	201·92	121·53	1
3·09	3·10	43·50	43·31	0·54	0·40	1·64	1·91	3·07	2·47	269·96	171·21	215·21	175·99	1
2·54	2·37	44·23	45·15	0·10	0·08	1·35	4·45	...	...	124·97	120·41	126·42	124·94	10

* Third class by mail.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	41		42		43	
								COACHING	
				UNITS AND UNIT MILEAGE—*concld.*		VEHICLES AND VEHICLE			
				Average number of units in a train—*concld.*		Number of coaching vehicles			
Main head.	Sub-head.			Other coaching traffic. Tons.		1st class. Vehicle miles.		2nd class. Vehicle miles.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		1·92	1·55	2,023	2,144	1,863	1,947
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		2·88	3·11	2,022	1,880	3,692	3,786
3	(*a*)	Eastern Bengal		1·42	1·65	1,376	1,440	1,282	1,350
4	(*a*) to (*d*)	East Indian		2·93	2·47	5,579	5,746	7,603	7,843
5	(*a*) to (*f*)	Great Indian Peninsula		2·39	2·26	7,783	8,591	6,744	6,962
6	(*a*) and (*b*)	Madras and Southern Mahratta		2·72	2·37	1,337	1,323	1,541	1,563
7	(*a*) and (*b*)	Nizam's Guaranteed State		2·23	1·97	374	381	495	476
8	(*a*) to (*j*)	North Western		1·54	2·14	7,463	7,998	6,395	6,948
9	(*a*) and (*b*)	Oudh and Rohilkhand		1·50	1·33	2,149	1,665	1,905	1,483
10	(*a*)	South Indian		1·73	1·63	414	508	619	650
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		1·58	1·93	650	730	636	704
12	(*a*) and (*b*)	Bengal and North-Western		0·75	0·83	3,066	3,236	2,766	2,898
14	(*a*) and (*b*)	Bhavnagar		0·91	0·72	186	194	244	248
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		1·71	1·76	2,629	2,536	2,606	2,540
15	(*a*) to (*c*)	Burma		1·19	1·30	1,679	1,859	1,978	1,831
3	(*b*) to (*d*)	Eastern Bengal		1·38	1·06	1,372	1,572	1,035	1,104
17	(*a*) and (*b*)	Gondal-Porbandar		0·84	0·78	160	150	231	217
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		1·68	1·15	511	436	614	557
18	(*a*)	Jamnagar		1·53	0·66	41	31	54	41
19	(*a*) to (*e*)	Jodhpur-Bikaner.		1·34	1·58	535	561	565	561
20	(*a*)	Junagad		1·17	0·91	67	50	81	63
6	(*c*) to (*l*)	Madras and Southern Mahratta		1·45	1·25	1,714	1,742	1,676	1,786
10	(*c*)	Nilgiri		1·48	0·87	46	39	...	...
22	(*a*) and (*b*)	Rohilkund and Kumaon		1·00	0·85	327	365	311	353
10	(*f*)	Shoranur-Cochin		0·50	0·63	87	86	86	88
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		1·04	1·02	1,765	1,797	1,948	2,006
23	(*a*)	Udaipur-Chitorgarh		1·12	1·37	39	40	33	35
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		0·95	0·82	207	233	207	232
8	(*k*)	Kalka-Simla		1·62	1·74	82	116	78	103
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai		0·25	0·31	40	41	37	39
10	(*f*)	Morappur-Dharmapuri		0·15	0·14	21	21	21	21
1	(*g*)	Purulia-Ranchi		1·54	1·25	69	79	90	120
1	(*h*)	Raipur-Dhamtari		0·80	0·60	12	14	12	13
10	(*k*)	Tirupattur-Krishnagiri		0·40	0·35	19	19	19	19

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

44		45		46		47		48		49		50		NUMBER.
TRAFFIC—*contd.*														
MILEAGE.														
hauled one mile (in thousands).										Average number of vehicles in a coaching train.				
3rd or intermediate class.		4th or lowest class.		Other vehicles.		Brake-vans.		Total.		1st Class.		2nd Class.		Main head.
Vehicle miles.		Vehicle miles.		Vehicle miles.		Vehicle miles.		Vehicle miles.		No.		No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2,152	2,126	15,607	18,625	1,500	1,778	2,255	2,371	25,399	28,991	1·29	1·15	1·19	1·05	1
...	...	17,308	16,966	2,596	2,605	3,181	3,542	28,794	28,779	1·13	1·03	2·08	2·08	2
2,716	2,712	8,432	10,234	2,008	2,110	1,367	1,811	17,181	19,157	1·08	1·06	1·01	0·99	3
8,032	9,189	39,763	41,420	8,754	9,329	4,915	5,279	74,646	78,806	1·24	1·25	1·68	1·70	4
317	711	35,335	36,258	6,169	5,920	8,023	8,200	64,371	66,642	1·62	1·75	1·40	1·41	5
298	299	9,947	10,811	1,805	1,556	2,392	2,079	17,320	17,631	1·06	1·02	1·22	1·20	6
...	...	1,848	1,826	266	261	618	611	3,596	3,555	1·20	1·24	1·59	1·55	7
7,790	8,103	46,286	45,868	5,249	6,361	9,917	12,055	83,050	87,323	1·40	1·46	1·20	1·27	8
2,972	2,962	13,674	11,519	2,234	1,925	2,707	2,093	25,641	21,647	1·26	0·96	1·12	0·85	9
...	...	3,762	3,959	412	266	891	939	6,098	6,322	0·74	0·91	1·12	1·16	10
363	494	5,327	5,690	412	576	414	386	7,802	8,580	1·49	1·91	1·46	1 84	11
3,038	3,109	31,147	32,953	507	489	4,189	4,422	44,713	47,098	1·90	1·91	1·72	1·71	12
...	...	1,443	1,452	53	60	315	320	2,241	2,274	1·32	1·38	1·72	1·73	14
698	...	30,154	30,536	2,496	2,578	5,955	5,770	44,478	43,960	1·23	1·16	1·22	1·16	2
...	...	20,422	21,133	1,315	1,380	1,717	1,846	27,111	27,849	1·25	1·28	1·59	1·41	15
2,366	2,693	10,370	13,962	2,564	2,366	1,092	1,159	18,799	22,256	1·15	1·16	0·87	0·81	3
...	...	1,416	1,388	70	67	277	287	2,154	2,109	1·35	1·30	1·95	1·87	17
...	...	3,041	3,049	254	289	575	565	4,995	4,896	1·41	1·20	1·70	1·53	7
...	...	276	281	14	11	73	74	458	428	1·52	1·08	2·02	1·43	18
551	576	6,020	6,155	443	476	548	605	8,662	8,934	1·23	1·21	1·30	1·21	19
...	...	577	515	19	15	123	108	867	756	1·79	1·84	2 17	1 81	20
18	3	15,262	16,291	1,947	1,558	2,611	1,774	23,228	23,754	1·42	1·36	1·39	1·39	6
...	...	101	105	41	50	2	2	190	195	1·47	1·22	...	...	10
293	291	3,513	3,810	165	190	605	668	5,243	5,677	1·26	1·25	1·20	1·21	22
...	...	627	517	56	59	146	127	1,002	868	1·20	1·36	1·19	1·39	10
...	...	23,674	24,760	2,829	2,883	623	578	30,639	32,025	1·06	1·05	1·17	1·17	10
25	26	400	419	8	14	83	85	588	619	1·22	1·11	1·03	0·97	33
215	198	2,539	3,040	165	203	124	218	3,457	4,124	1·51	1·34	1·50	1·34	1
...	...	198	241	27	43	59	75	444	577	1·55	1·74	1·48	1·54	8
50	50	613	678	58	68	51	74	848	950	0·45	0·47	0·42	0·46	8
...	...	130	132	27	26	9	9	208	209	1·56	1·39	1·56	1·40	10
45	55	677	692	125	180	23	49	1,020	1,175	1·48	1·44	2·23	2·21	1
...	...	178	168	12	11	10	14	224	220	1·02	0·95	1·02	0·94	1
...	...	134	122	15	22	5	7	192	189	1·54	1·59	1·54	1·59	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	51		52		53	
				COACHING					
				VEHICLES AND VEHICLE					
				Average number of vehicles in a coaching					
Main head.	Sub-head.			3rd or intermediate class. No.		4th or lowest class. No.		Other vehicles. No.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		1·37	1·14	9·97	9·99	0·96	0·95
2	(a) and (c) to (f)	Bombay, Baroda and Central India		...	...	9·73	9·33	1·46	1·43
3	(a)	Eastern Bengal		2·18	2·00	6·62	7·53	1·58	1·55
4	(a) to (d)	East Indian		1·78	2·00	8·80	9·01	1·94	2·03
5	(a) to (f)	Great Indian Peninsula		0·07	0·14	7·36	7·36	1·29	1·20
6	(a) and (b)	Madras and Southern Mahratta		0·24	0·23	7·88	8·32	1·43	1·20
7	(a) and (b)	Nizam's Guaranteed State		...	...	5·91	5·95	0·85	0·85
8	(a) to (j)	North Western		1·46	1·48	8·65	8·86	0·98	1·16
9	(a) and (d)	Oudh and Rohilkhand		1·74	1·70	8·01	6·61	1·31	1·10
10	(a)	South Indian		...	...	6·79	7·06	0·74	0·47
		3′ 3¾″ GAUGE.							
11	(a)	Assam-Bengal		0·83	1·29	12·29	14·85	0·94	1·50
12	(a) and (b)	Bengal and North-Western		1·89	1·83	19·34	19·44	0·31	0·28
14	(a) and (b)	Bhavnagar		...	...	10·19	10·13	0·37	0·41
2	(b) and (g) to (l)	Bombay, Baroda and Central India		0·30	...	14·06	13·95	1·16	1·18
15	(a) to (c)	Burma		...	...	16·13	16·29	1·06	1·06
3	(b) to (d)	Eastern Bengal		1·99	1·98	8·71	9·83	2·16	1·74
17	(a) and (b)	Gondal-Porbandar		...	...	11·25	11·97	0·59	0·58
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		...	...	8·42	8·38	0·70	0·80
18	(a)	Jamnagar		...	...	10·28	9·73	0·51	0·37
19	(a) to (e)	Jodhpur-Bikaner		1·27	1·24	13·88	13·29	1·02	1·03
20	(a)	Junagad		...	...	15·50	13·77	0·50	0·42
6	(c) to (l)	Madras and Southern Mahratta		0·02	...	12·68	13·12	1·62	1·21
10	(c)	Nilgiri		...	...	3·22	3·31	1·32	1·57
22	(a) and (b)	Rohilkund and Kumaon		1·13	1·00	13·66	13·05	0·64	0·65
10	(f)	Shoranur-Cochin		...	...	8·64	8·16	0·77	0·79
10	(b), (d), (e) and (g) to (i)	South Indian		...	...	14·18	14·50	1·69	1·69
23	(a)	Udaipur-Chitorgarh		0·80	0·72	12·59	11·62	0·26	0·40
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·56	1·14	18·46	17·50	1·20	1·17
8	(k)	Kalka-Simla		...	...	3·72	3·61	0·51	0·62
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai		0·56	0·37	6·92	7·77	0·66	0·78
10	(f)	Morappur-Dharmapuri		...	...	9·76	8·79	2·07	1·70
1	(g)	Purulia-Ranchi		1·11	1·00	16·74	12·70	3·03	3·30
1	(h)	Raipur-Dhamtari		...	...	14·71	11·78	0·97	0·75
10	(k)	Tirupattur-Krishnagiri		...	...	10·82	10·09	1·27	1·81

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

54	55	56	57	58	59	60	Number.
TRAFFIC—*contd.*							
MILEAGE—*contd.*							
train—*concld.*		Average earnings per coaching vehicle per mile.					

Brake-vans. No.		Total. No.		1st class. Pies.		2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.		Other vehicles. Pies.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1·44	1·27	16·22	15·55	18·35	13·81	18·84	19·79	14·36	20·26	54·14	57·55	78·05	63·50	1
1·79	1·95	16·19	15·82	17·52	18·24	21·24	18·82	...	...	52·33	48·76	57·22	60·57	2
1·08	0·97	13·50	14·10	18·73	15·01	23·53	22·15	29·56	32·40	61·64	49·17	45·39	49·65	3
1·09	1·15	16·53	17·14	17·27	14·96	12·89	13·62	27·67	25·77	56·53	55·10	46·06	38·24	4
1·67	1·67	13·41	13·53	14·88	13·84	18·76	19·13	30·36	41·01	95·34	45·34	63·32	63·96	5
1·90	1·60	13·73	13·57	23 86	22·47	26·54	25·17	23·74	23·81	64·76	58·13	70·78	72·64	
1·96	1·99	11·51	11·58	16·34	14·02	20·00	20·13	...	...	56·67	58·05	96·91	88·72	7
1·85	2·20	15·54	15·93	10·15	8·95	14·85	13·22	22·25	21·88	50·04	49·41	52·18	59·73	8
1·58	1·20	15·02	12·42	14·83	16·10	19·77	27·37	27·74	28·62	62·41	70·20	47·13	48·75	9
1·61	1·68	11·00	11·28	26·14	19 05	34·75	27·35	...	...	57·91	54·36	85·59	121·23	10
0·95	1·00	17·87	22·39	13·01	11·42	9·88	8·47	19·29	16·13	46·22	37·20	71·57	54·96	11
2·60	2·61	27·76	27·78	1·73	1·77	3·49	3·54	6·36	6·06	27·42	25·07	98·45	118·55	12
2·22	2·23	15·83	15·88	3·45	4·58	12·68	12·20	...	...	50·43	45·88	124·29	88·09	14
2·78	2·63	20·75	20·08	9·90	6·96	13·45	12·47	63·63	...	34·66	33·40	44·83	42·00	2
1·38	1·42	21·81	21·46	18·92	16·83	17·43	18·34	...	...	45·27	36·49	41·80	43·37	15
0·91	0·85	15·79	16·37	5·66	5·19	11·87	14·40	20·08	19·90	46·89	36·39	26·28	24·45	3
2·34	2·47	18·18	18·19	5·88	6·43	15·44	16·07	...	...	42·34	42·01	72·25	68·95	17
1·59	1·55	13·32	13·46	12·86	6·42	18·05	14·04	...	...	40·04	38·45	103·78	53·20	7
2·72	2·55	17·05	15·16	4·27	3·41	17·27	20·54	...	...	53·17	48·69	141·71	84·25	18
1·26	1·31	19·96	19·29	5·79	6·77	12·51	14·06	18·50	20·76	37·26	31·64	58·05	60·36	19
3·29	2·89	23·25	20·23	5·13	5·58	20·95	20·90	...	...	44·37	46·04	120·87	112·04	20
2·17	1·38	19·30	18·46	9·65	8·90	18·38	17·27	13·93	10·90	38·49	32·01	40·04	45·94	6
0·08	0·07	6·09	6·17	137·66	137·50	...	...	...	...	107·87	93·56	325·04	165·42	10
2·34	2·29	20·23	19·45	15·19	14·02	29·69	28·87	10·64	10·84	39·03	37·63	89·58	88·99	22
2·01	2·00	13·81	13·70	12·51	11·06	27·67	23·32	...	...	55·47	52·86	32·59	39·50	10
0·37	0·34	18·47	18·75	11·34	9·85	23·33	22·25	...	...	41·59	39·84	23·73	23·61	10
2·61	2·35	18·51	17·17	21·87	18·40	18·55	23·17	2·83	7·58	30·76	33·34	158·13	116·46	23
0·90	1·26	25·13	23·75	4·25	4·69	5·60	6·12	4·63	5·73	28·72	21·91	33·05	29·03	1
1·11	1·12	8·37	8·63	106·26	109·65	94·24	92·59	...	...	121·93	115·18	640·06	564·77	8
0·58	0·64	9·59	10·89	13·71	9·19	14·25	13·43	13·01	12·99	35·87	31·72	18·89	19·57	8
0·66	0·61	15·61	13·89	0·33	0·14	3·20	4·11	...	...	23·30	23·45	4·38	4·82	10
0·56	0·90	25·20	21·55	14·63	14 74	10·55	10·90	23·59	25·05	34·23	25·48	20·99	15·75	1
0·80	0·98	18·52	15·40	8·60	6·72	12·90	15·30	...	...	43·75	44·54	36·01	34·38	1
0·40	0·57	15·57	15·65	0·74	0·59	5·35	5·89	...	...	28·76	28·29	13·89	8·91	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).			Serial number.	61		62		63	
				COACHING					
				VEHICLES AND VEHICLE					
				Carrying capacity hauled one mile					
Main head.	Sub-head.	Railway system.		1st class. Seats.		2nd class. Seats.		3rd or intermediate class. Seats.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		27,470	29,826	37,431	39,596	78,327	78,392
2	(a) and (c) to (f)	Bombay, Baroda and Central India		43,165	41,427	118,135	121,166	...	...
3	(a)	Eastern Bengal		30,540	33,118	32,136	34,247	118,051	122,474
4	(a) to (d)	East Indian		90,601	93,234	147,423	151,750	349,300	384,249
5	(a) to (f)	Great Indian Peninsula		117,015	131,459	197,254	204,786	11,395	26,391
6	(a) and (b)	Madras and Southern Mahratta		12,706	14,086	26,783	26,298	8,352	8,559
7	(a) and (b)	Nizam's Guaranteed State		5,017	5,049	11,808	11,405	...	...
8	(a) to (j)	North Western		171,028	142,457	162,819	138,473	316,414	338,944
9	(a) and (b)	Oudh and Rohilkhand		49,309	36,632	47,987	38,195	80,620	80,304
10	(a)	South Indian		4,407	4,804	11,506	10,689	...	...
		3′ 3⅜″ GAUGE.							
11	(a)	Assam-Bengal		7,452	8,319	7,340	8,107	8,058	11,528
12	(a) and (b)	Bengal and North-Western		27,045	28,430	34,041	35,562	62,727	64,236
14	(a) and (b)	Bhavnagar		899	991	1,919	2,018	...	...
2	(b) and (g) to (l)	Bombay, Baroda and Central India		25,317	26,349	31,278	30,479	16,446	...
15	(a) to (c)	Burma		15,273	15,181	34,232	31,513	...	...
3	(b) to (d)	Eastern Bengal		15,493	18,011	12,397	13,383	48,228	55,618
17	(a) and (b)	Gondal-Porbandar		893	849	1,934	1,871	...	...
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		4,761	5,010	11,027	10,450	...	...
18	(a)	Jamnagar		285	218	380	291	...	...
19	(a) to (e)	Jodhpur-Bikaner		7,809	7,309	8,424	8,198	14,163	14,765
20	(a)	Junagad		335	217	576	457	...	...
6	(c) to (l)	Madras and Southern Mahratta		14,058	14,276	20,545	21,957	321	55
10	(c)	Nilgiri		807	667	...	...	...	...
22	(a) and (b)	Rohilkund and Kumaon		1,713	1,972	2,176	2,532	2,418	2,470
10	(f)	Shoranur-Cochin		692	707	689	704	...	...
10	(b), (d), (e) and (g) to (i)	South Indian		13,625	13,961	21,990	22,688	...	...
23	(a)	Udaipur-Chitorgarh		400	427	394	419	690	703
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1,864	2,093	1,864	2,092	3,483	3,216
8	(k)	Kalka-Simla		831	1,149	829	1,081	...	...
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai		530	571	523	559	1,189	1,302
10	(j)	Morappur-Dharmapuri		167	168	250	253	...	...
1	(g)	Purulia-Ranchi		539	652	955	1,308	926	1,137
1	(h)	Raipur-Dhamtari		148	162	148	162	...	...
10	(k)	Tirupattur-Krishnagiri		152	154	228	231	...	...

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

64		65		66		67		68		69		70		Number.
TRAFFIC—*contd.*														
MILEAGE—*concld.*														
(excluding brakes)—(in thousands).				Percentage of freight upon capacity hauled—										
4th or lowest class. Seats.		Other vehicles. Tons.		1st class. Per cent.		2nd class. Per cent.		3rd or intermediate class. Per cent.		4th or lowest class. Per cent.		Other vehicles. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
795,205	955,316	7,509	9,197	10·43	7·81	14·26	14·83	12·17	16·89	44·33	46·84	40·04	31·35	1
913,437	903,621	12,204	14,326	6·21	6·21	11·89	9·98	...	...	47·00	42·71	41·19	39·33	2
456,079	562,761	22,129	21,100	6·28	4·88	13·91	13·19	23·35	25·17	46·09	36·12	8·14	10·61	3
2,186,614	2,294,163	70,260	72,327	7·34	6·87	9·42	11·70	19·77	19·73	45·94	44·45	18·84	15·67	4
1,910,237	1,975,869	30,416	28,644	7·21	7·22	10·23	10·93	20·55	24·55	67·45	35·20	37·77	38·80	5
549,820	587,339	11,320	8,500	16·58	13·99	21·07	21·35	18·84	18·51	50·69	46·29	30·36	36·21	6
104,773	104,094	3,674	3,698	3·80	3·19	15·70	15·89	...	...	41·21	41·62	18·93	16·32	7
2,581,297	2,583,652	59,067	41,497	3·30	3·88	10·29	11·83	16·52	16·06	39·70	38·84	13·96	28·30	8
629,786	505,670	37,287	30,255	4·14	4·75	11·77	18·18	33·69	34·74	55·59	65·66	6·86	7·67	9
206,751	216,311	1,796	1,436	20·90	17·74	33·03	34·93	...	...	53·58	51·20	53·92	63·64	10
183,294	196,104	1,213	2,104	7·40	6·58	11·26	10·44	23 11	20·58	49·33	38 61	56·90	35·18	11
881,673	936,893	1,397	1,397	1·69	1·58	4·73	4·83	10·21	9·43	48·59	44·17	86·02	113·69	12
39,259	38,919	135	147	5·97	7·49	26·89	25·03	...	...	61·80	57·12	95·46	70·46	14
1,026,326	1,039,404	13,209	13,404	6·64	4·43	16·14	14·89	33·56	...	53·23	50·69	27·73	28·74	2
643,854	666,636	6,985	7,427	13·30	12·20	12·22	13·51	...	...	43·05	38·77	21·13	22·72	15
318,284	412,555	17,325	18,399	3·35	3·15	13·91	18·49	34·23	33·81	60·71	46·81	9·50	7·84	3
38,753	37,167	260	249	8·77	9·51	30·78	31·03	...	...	51·57	52·30	38·13	36·21	17
119,766	121,961	1,333	1,690	12·09	5·52	17·88	13·31	...	...	46·69	43·43	45·55	24·69	7
8,562	8,721	34	27	5·08	4·06	41·12	48·90	...	...	57·17	52·35	120·37	70·86	18
297,100	219,279	7,416	7,421	2·89	3·25	12·26	14·07	24·85	23·37	52·60	43·35	7·85	9·88	19
15,934	14,754	80	67	8·52	10·78	49·08	51·55	...	...	53·74	53·63	54·78	51·31	20
522,867	535,657	5,306	6,001	7·81	7·31	21·08	20·50	17·20	13·45	54·34	48·45	32·89	26·71	6
2,549	2,657	200	243	40·11	38·00	...	...	...	...	77·24	75·10	23·16	11·37	19
105,737	112,510	329	360	11·15	9·62	36·42	39·67	29·00	28·81	60·66	59·46	78 71	69·60	22
21,324	17,581	171	139	13·16	11·28	58·72	58·62	...	...	67·19	64·59	21·34	28·84	10
767,362	802,971	7,203	7,376	12·86	11·44	36·20	40·18	...	...	65·08	63·29	24·18	23·54	10
11,711	12,287	34	58	11·75	9·52	17·19	21·48	3·49	9·36	52·63	56·96	106·09	85·10	23
61,499	73,874	288	375	3·37	3·21	8·68	9·43	7·05	9·58	59·38	45·08	45·24	37 81	1
4,536	5,419	124	316	21·33	28·02	37·44	37·50	...	...	50·61	48·80	69·59	36·85	8
16,633	17,823	172	473	7·46	5·01	15·10	14·20	16·55	16·82	18·69	48·23	13·04	5·65	8
2,169	2,204	50	46	0·35	0·15	4·44	15·82	...	...	56·03	58·69	4·10	4 57	10
15,099	15,129	236	349	10·34	11·68	13·16	13·43	27·01	33·31	51·26	39·67	26·45	19·56	1
5,869	5,529	13	12	4·38	3·49	13·44	16·88	...	...	45·96	44·80	74·50	71·33	1
2,217	2,027	28	39	0·77	0·62	7·32	23·30	...	...	69 59	71·79	17·44	10·97	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not prepare

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	71		72	
				COACHING			
				WEIGHT OF TRAIN			
				Gross ton-mileage of (in			
Main head.	Sub-head.			Freight. Ton-miles.		Dead-weight. Ton-miles.	
				1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.					
1	(a)	Bengal-Nagpur		25,466	31,230	465,308	528,984
2	(a) and (c) to (f)	Bombay, Baroda and Central India		32,177	30,047	522,153	541,714
3	(a)	Eastern Bengal		16,619	16,808	316,746	346,197
4	(a) to (d)	East Indian		79,430	79,127	1,480,157	1,543,556
5	(a) to (f)	Great Indian Peninsula		58,165	56,038	1,293,616	1,344,188
6	(a) and (b)	Madras and Southern Mahratta		20,914	20,144	332,858	349,175
7	(a) and (b)	Nizam's Guaranteed State		3,478	3,402	68,432	67,889
8	(a) to (j)	North Western		74,771	77,084	1,470,982	1,538,830
9	(a) and (b)	Oudh and Rohilkhand		25,848	24,617	436,851	428,461
10	(a)	South Indian		8,778	8,721	120,748	128,592
		3′ 3⅜″ GAUGE.					
11	(a)	Assam-Bengal		6,348	5,548	79,948	83,181
12	(a) and (b)	Bengal and North-Western		27,462	26,860	318,290	336,785
14	(a) and (b)	Bhavnagar		1,631	1,485	18,247	18,590
2	(b) and (g) to (l)	Bombay, Baroda and Central India		37,886	35,044	398,614	399,100
15	(a) to (c)	Burma		20,574	17,720	262,904	272,261
3	(b) to (d)	Eastern Bengal		14,421	14,413	200,723	228,526
17	(c) and (g)	Gondal-Porbandar		1,354	1,311	16,569	16,007
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		4,150	3,739	53,295	54,673
18	(a)	Jamnagar		349	305	3,518	3,422
19	(a) to (e)	Jodhpur-Bikaner		7,435	6,806	78,653	82,846
20	(a)	Junagad		583	530	6,603	5,949
6	(c) to (l)	Madras and Southern Mahratta		19,253	17,640	206,216	218,325
10	(c)	Nilgiri		197	172	2,296	2,346
22	(a) and (b)	Rohilkund and Kumaon		4,232	4,404	47,911	51,995
10	(f)	Shoranur-Cochin		938	763	9,243	8,039
10	(b), (d), (e) and (g) to (i)	South Indian		32,519	33,165	291,121	303,463
23	(a)	Udaipur-Chitorgarh		417	485	5,051	5,436
		2′ 6″ GAUGE.					
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2,355	2,181	25,182	30,590
8	(k)	Kalka-Simla		266	334	3,740	4,794
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai		630	563	4,598	4,913
10	(f)	Morappur-Dharmapuri		76	83	1,246	1,308
1	(g)	Purulia-Ranchi		557	472	7,889	9,492
1	(h)	Raipur-Dhamtari		167	160	838	938
10	(k)	Tirupattur-Krishnagiri		99	96	1,091	1,075

DIX 11—*continued.*

during each half of the calendar year 1912.

these statistics.]

73		74		75		76		77		78				NUMBER.
TRAFFIC—*contd.*														
AND TON-MILEAGE.								COST OF WORKING AND PROFITS—						
all coaching trains thousands).		Average weight of a coaching train.						Average cost of hauling a coaching train one mile.		Average cost of hauling a coaching vehicle with its load one mile.		Average cost of hauling a coaching unit one mile.		
Total.		Freight.		Dead-weight.		Total.						Per passenger unit.		Main head.
Ton-miles.		Tons.		Tons.		Tons.		Rs.		Pies.		Pies.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
490,774	560,214	16·26	16·75	297·12	283·80	313 38	300·55	1·23	1·19	16 01	16·00	0·93	0·85	1
554,330	571,761	18·09	16·52	293·62	297 86	311·71	314·38	1·66	1·97	22·15	27·24	1·16	1·57	2
333,365	363,005	13·06	12·37	248·87	254·87	261·93	267·24	1·61	1·88	24·93	27·48	1·36	1·73	3
1,559,537	1,622,683	17·59	17·21	327·76	335·80	345·35	353·01	1·02	1·05	12·66	12·57	0·70	0·72	4
1,351,781	1,400,221	12·12	11·38	269·48	272·98	281·60	284·36	1·46	1·56	23·86	25·29	1·58	1·82	5
353,772	369,319	16·57	15·51	263·83	268 83	280·40	284·24	1·65	1 67	26·78	26·81	1·24	1·33	6
71,910	71 291	11·13	11·09	218 96	221·24	230 09	232·33	1·07	1·25	21·56	25·00	1·30	1·48	7
1,544,853	1,615,914	13·99	14·06	275·11	280·69	289·10	294·75	1·39	1·51	19·54	21·07	1·22	1·36	8
512,699	453,078	15·14	14·13	295·13	245·81	300·26	259·93	1·20	1·25	17·18	21 86	0·94	1·04	9
129,526	137,313	15·84	15·57	217·88	219·50	233·72	245·07	1·27	1·37	25·98	27·42	1·09	1·21	10
86,306	88,729	14·54	14·48	183·09	217·10	197·63	231·58	2·06	1·91	23·37	17·18	1·74	1·65	11
345,752	363,645	17·05	15·84	197 61	198·67	214·66	214·51	0·95	0·84	7·25	6·41	0·66	0·64	12
19 878	20,075	11·51	10·36	128·79	129 66	140·30	140·02	1·07	1·39	15·14	19·55	1·14	1·60	14
436,500	435,044	17·67	16·42	185 94	182 33	203 61	198·75	1·22	1·41	13·04	15·57	0·82	1·03	2
283,478	289,981	16·55	13·65	211·32	209·81	228·07	223·46	1·90	1·96	16·92	18·74	1·29	1·74	15
215,144	242,939	12 11	10·60	168·57	169·09	180 68	178·69	1·28	1 24	16·49	15·84	1·17	1·32	3
17,923	17,318	11·42	11·31	139 83	138·05	151·25	149·36	1·18	1·51	14 32	15·90	1·24	1·59	17
57,445	58,412	11·48	10·28	147·50	150·32	158·98	160·60	1·31	1·35	20·51	21·83	1·45	1·61	7
3,867	3,727	12·98	10·56	130·83	118·35	143·81	128·91	1·77	1·68	28·72	25·61	1·70	1·90	18
86,098	89,652	17·14	14·70	181·27	178·86	198·41	193·56	1·22	1·15	12·55	12·29	0·84	0·96	19
7,186	6,479	15·64	14·18	177 17	159·11	192 81	173·29	1·54	1·59	14·79	17·60	1·21	1 36	20
225,469	235,965	16 00	13·71	171·39	169·63	187·39	183·34	1·45	1·49	16·19	16·70	1·04	1·22	6
2,493	2,519	6·30	5·46	73·46	74·18	79·76	79·64	3·98	4 13	127·45	129·88	8·20	8·47	10
52,142	56 399	16·33	15·09	184·95	178·15	201·18	193·24	1·20	1 22	12·91	13·65	0·87	0·95	22
10,151	8,8 2	12·92	12·04	127·26	126·89	140·28	138·93	1·09	1·23	17·77	20 24	0·96	1 18	10
323,640	336,838	19·47	19·42	174·31	177·69	193·78	197·11	1·37	1·64	14·52	17·11	0·78	0 94	10
5,468	5,921	13·13	13·44	159·07	150·87	172·20	164·31	1·26	1·49	15·31	19·37	1·19	1·38	23
27,537	32,771	17·12	12·56	183·07	176·16	200·19	188·72	1·63	1·56	12·91	13 34	1·11	1·46	1
4,096	5,128	5·02	5·00	70·47	71·73	75·49	76 73	3·22	2·11	85·04	54 05	10·59	7·21	8
5,228	5,476	7·12	6·46	52·00	56·30	59·12	62·76	1·79	1·33	38·17	25·31	2·79	2·29	8
1,322	1,391	5·69	5·50	93·38	86·84	99 07	92·34	1·13	1·14	14·51	16·49	2·05	2·18	10
8,396	9,964	13·77	8·67	193·73	174·05	207·50	182 72	1·25	1·11	9·74	10·36	1·05	1·49	1
1,005	1,098	13·77	11·21	69·18	65·74	82·95	76·95	0·88	1·13	9·52	15·07	0·74	1 17	1
1,190	1,171	8·02	7·94	88·35	88·96	96·37	96·90	1·25	0·96	15·81	13·20	1·74	1·31	10

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	80		81		82	
				COACHING					
				Cost of					
Main head.	Sub-head.			Average cost of hauling a coaching unit one mile. Other traffic per ton. Pies.		Average profit on working a coaching train one mile. Rs.		Average profit 1st class. Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		8·01	10·10	2·31	2·43	2·34	—2·19
2	(a) and (e) to (f).	Bombay, Baroda and Central India		9·75	10·57	1·79	1·15	—4·63	—9·00
3	(a)	Eastern Bengal		33·76	32·96	1·41	0·99	—6·20	—12·47
4	(a) to (d)	East Indian		8·56	10·33	2·52	2·43	4·61	2·89
5	(a) to (f)	Great Indian Peninsula		11·53	12·56	1·12	0·88	—9·48	—11·45
6	(a) and (b)	Madras and Southern Mahratta		12·02	13·54	1·87	1·61	—3·87	—4·34
7	(a) and (b)	Nizam's Guaranteed State		7·79	9·90	1·37	1·17	—5·22	—10·98
8	(a) to (j)	North Western		10·44	9·74	1·47	1·33	—9·39	—12·12
9	(a) and (b)	Oudh and Rohilkhand		12·56	15·19	2·19	1·90	—2·35	5·26
10	(a)	South Indian		9·51	8·63	1·41	1·19	0·16	—8·37
		3′ 3⅜″ Gauge.							
11	(a)	Assam-Bengal		14·27	12·90	1·49	1·70	—10·26	—5·76
12	(a) and (b)	Bengal and North-Western		3·70	2·78	2·08	1·98	—5·52	—4·64
14	(a) and (b)	Bhavnagar		7·49	16·99	1·98	1·36	—11·69	—14·97
2	(b) and (g) to (l)	Bombay, Baroda and Central India		10·19	11·28	1·84	1·39	—3·14	—8·61
15	(a) to (c)	Burma		14·75	15·40	2·48	1·62	2·00	—1·91
3	(b) to (d)	Eastern Bengal		26·79	27·90	1·44	1·14	—10·83	—10·15
17	(a) and (b)	Gondal-Porbandar		12·10	16·29	1·88	1·52	—8·44	—9·47
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		10·28	15·40	1·10	0·70	—7·65	—15·41
18	(a)	Jamnagar		11·94	19·73	1·67	1·12	—19·45	—22·20
19	(a) to (e)	Jodhpur-Bikaner		9·87	8·36	2·00	1·63	—6·76	—5·52
20	(a)	Junagad		6·34	8·40	2·64	2·19	—9·66	—12·02
6	(c) to (l)	Madras and Southern Mahratta		18·23	17·30	1·64	1·18	—6·54	—7·80
10	(c)	Nilgiri		110·53	218·69	1·11	—0·35	10·21	—2·38
22	(a) and (b)	Rohilkund and Kumaon		10·22	12·66	2·22	1·95	2·28	0·37
10	(f)	Shoranur-Cochin		26·59	24·64	1·79	1·43	—5·26	—9·18
10	(b), (d), (e) and (g) to (i)	South Indian		22·44	27·14	2·11	1·77	—3·13	—7·20
23	(a)	Udaipur-Chitorgarh		5·24	7·53	1·22	1·02	6·56	—0·97
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		16·38	19·22	1·46	0·72	—7·96	—8·65
8	(k)	Kalka-Simla		38·42	27·79	2·43	3·62	21·22	55·60
8	(l) and (m)	Kohat-Thal and Nowshera-Dargai		103·41	67·98	—0·33	0·13	—24·46	—16·12
10	(j)	Morappur-Dharmapuri		184·84	187·99	0·13	0·01	—14·18	—16·35
1	(g)	Purulia-Ranchi		18·76	26·27	2·44	1·21	4·89	4·38
1	(h)	Raipur-Dhamtari		12·63	20·62	2·77	1·85	—0·92	—3·35
10	(k)	Tirupattur-Krishnagiri		49·12	58·15	0·51	0·66	—15·07	—11·61

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

83		84		85		86		87		88		89		Number.
TRAFFIC—*concld.*												GOODS TRAFFIC.		
WORKING AND PROFITS.												GROSS RECEIPTS AND TRAIN MILEAGE.		
on working a coaching vehicle one mile.								Average profit on working a coaching unit one mile.				Receipts from goods traffic (in thousands).		Main head.
2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.		Other vehicles. Pies.		Per passenger unit. Pies.		Other traffic per ton. Pies.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2·83	3·79	—1·65	4·26	38·13	41·55	62·04	47·50	1·63	1·67	30·94	29·06	1,29,63	1,07,94	1
—0·91	—3·42	...	...	30·63	21·52	35·07	33·33	1·14	0·76	19·81	17·29	1,30,65	96,34	2
—1·40	—5·33	4·63	4·92	36·71	21·69	20·46	22·17	1·33	0·94	11·26	13·85	41,40	73,29	3
0·23	1·05	15·01	13·20	43·87	42·53	33·40	25·67	1·74	1·70	21·91	21·15	3,65,20	3,59,87	4
—5·10	—6·16	6·50	15·72	47·62	20 05	39·46	38·67	1·02	0·90	22·47	21·51	3,39,38	2,68,32	5
—0·19	—1·64	—2·99	—3·00	38·03	31·32	44·05	45·63	1·27	1·18	25·16	23·18	66,96	59,18	6
—1·56	—4·87	...	...	35·11	33·05	75 35	58·72	1·35	1·16	29·20	26·20	23,31	20,39	7
—4·69	—7·35	2·71	0·81	30·50	28·34	32·64	38·66	1·20	1·05	22·78	22·61	3,70,06	3,07 77	8
2·59	6·01	10·56	7·26	45·23	48·84	29·95	27·39	1·67	1·57	28·61	25·26	61,86	48,80	9
8·77	—0·07	...	...	31·93	26·94	59·61	98·81	1·08	0·89	27·28	26·70	19,11	19,23	10
—13·49	—8·71	—4·08	—1·05	22·85	20·02	48·20	37·78	1·12	1·29	28·49	29·87	13,48	17,93	11
—3·76	—2·87	—0·89	—0·35	20·17	18·66	91·20	112·14	1·37	1·40	37·79	35·54	63,71	45,60	12
—2·46	—7·35	...	...	35·29	26·33	109·15	68·54	1·94	1·49	43·32	33·75	4,23	2 49	14
0·41	—3·10	50·59	...	21·62	17·88	31·79	26·43	1·20	0·98	20·36	16·83	1,11,86	85,54	2
0·51	—0·40	...	...	28·35	17·75	24·88	24·63	1·85	1·41	22·49	20·07	69,06	44,48	15
—4·62	—0·94	3·54	4·56	30·40	21·05	9·79	9·11	1·44	1·30	14·16	12·21	31,64	40,04	3
1·12	0 17	...	...	28·02	26·11	57·93	53·05	1·88	1·53	39·08	34·89	2,99	1,85	17
—2·46	—7·79	...	...	19·53	16·62	88·27	31·37	0·95	0·73	35·25	21·48	16,98	9,88	7
—6·45	—5·07	...	...	29·45	23·08	117·99	58·64	1·42	1·21	35·15	27·82	36	23	18
—0·04	1·77	5·95	8·47	24·71	19·35	40·50	48·07	1·31	1·21	30·34	30 81	21,55	21,17	19
6·16	3·30	...	...	29·58	28 44	106·08	95·34	1·91	1·75	44·71	43·03	1,43	74	20
2·19	0·57	—2·26	—5·80	22·30	15·31	23·85	29·24	1·15	0·93	26·44	27·34	62,02	48,74	6
...	...	...	...	—19·58	—36·32	197·59	35·54	—0·72	—1·91	178·84	78·35	1,14	1,25	10
16·78	15·22	112·27	—2·81	26·12	23·98	76·67	70·34	1·49	1·25	46·68	51·82	10,78	8,59	22
2·90	3·08	...	...	37 70	32·62	14·82	19·26	1·62	1·38	23·52	24·79	1,24	1,27	10
8·81	5·14	...	...	27·07	22·73	9·21	6·50	1·28	1·08	16·10	12·13	46,13	42,35	10
3·24	3·80	—12·49	—11·79	15·45	13·97	142·82	97·09	1·00	0·80	32·02	26·68	69	58	23
—7·31	—7·22	—8·28	—7·61	15·81	8·57	20·14	15·69	0·95	0·61	25·50	22·23	5,18	4,39	1
2·20	33·54	...	...	36·89	61·13	555·02	510·72	3·87	7·89	162·83	174 11	2,31	3,32	8
—23·92	—11·89	—25·16	—12·32	—2·30	6·41	—19·28	—5·74	—0·44	0·30	—54·63	—17·76	51	56	8
—11·31	—12·38	...	...	8·79	6·96	—10·13	—11·67	0·48	0·21	—125·58	—129·29	6	8	10
0·81	0·54	13·85	14·69	24·49	15·12	11·25	5·39	2·14	1·75	28·18	15·25	1,12	79	1
3·38	0·73	...	...	34·23	29·47	26·49	19·26	2·35	1·93	30·87	22·69	51	37	1
—10·46	—6·31	...	...	12·95	16·09	—1·92	—3·29	0·80	1·06	—4·89	—13·00	12	10	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	90		91		92	
				GOODS					
Main head.	Sub-head.			GROSS RECEIPTS AND TRAIN-MILEAGE—*concld.*				UNITS AND	
				Goods train-miles run (in thousands). No.		Average goods receipts per train-mile. Rs.		Tons of goods carried one mile (in thousands). Ton-miles.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		2,621	2,530	4·94	4·27	633,354	586,509
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		1,628	1,321	8·03	7·29	416,677	343,239
3	(*a*)	Eastern Bengal		813	976	5·09	7·51	122,188	198,573
4	(*a*) to (*d*)	East Indian		6,826	6,974	5·36	5·04	2,239,636	2,227,140
5	(*a*) to (*f*)	Great Indian Peninsula		5,633	5,823	6·02	4·61	1,181,584	1,133,781
6	(*a*) and (*b*)	Madras and Southern Mahratta		1,047	977	6·40	6·06	217,350	203,610
7	(*a*) and (*b*)	Nizam's Guaranteed State		429	385	5·44	5·29	78,369	65,689
8	(*a*) to (*f*)	North Western		6,184	5,870	6·01	5·84	1,445,092	1,300,856
9	(*a*) and (*b*)	Oudh and Rohilkhand		1,287	1,239	4·81	3·94	250,360	197,369
10	(*a*)	South Indian		441	457	4·34	4·21	57,254	57,412
		3′ 3½″ GAUGE.							
11	(*a*)	Assam-Bengal		518	600	2·59	2·99	55,639	65,917
12	(*a*) and (*b*)	Bengal and North-Western		1,658	1,432	3·84	3·18	227,181	162,052
14	(*a*) and (*b*)	Bhavnagar		129	75	3·29	3·35	8,705	5,045
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		2,971	2,318	3·77	3·70	375,052	299,688
15	(*a*) to (*c*)	Burma		2,013	1,511	3·43	2·94	206,958	137,944
3	(*b*) to (*d*)	Eastern Bengal		901	867	3·51	4·62	110,264	104,776
17	(*a*) and (*b*)	Gondal-Porbandar		102	67	2·94	2·76	5,696	4,117
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		367	296	4·63	3·34	37,418	24,965
18	(*a*)	Jamnagar		11	8	3·21	2·81	514	348
19	(*a*) to (*e*)	Jodhpur-Bikaner		639	746	3·37	2·84	63,589	64,005
20	(*a*)	Junagad		47	34	3·02	2·14	2,558	2,247
6	(*c*) to (*l*)	Madras and Southern Mahratta		2,063	1,806	3·01	2·70	173,406	142,939
10	(*c*)	Nilgiri		18	16	6·42	7·73	381	439
22	(*a*) and (*b*)	Rohilkund and Kumaon		275	260	3·91	3·30	37,742	27,254
10	(*f*)	Shoranur-Cochin		46	51	2·69	2·49	3,941	3,726
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		1,386	1,350	3·33	3·14	124,024	117,643
23	(*a*)	Udaipur-Chitorgarh		20	17	3·48	3·36	847	693
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2,03	207	2·56	2·08	15,177	17,649
8	(*k*)	Kalka-Simla		72	85	3·22	3·91	1,444	2,131
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai		69	50	0·73	1·12	1,392	1,314
10	(*f*)	Morappur-Dharmapuri		7	7	0·87	1·20	119	113
1	(*g*)	Purulia-Ranchi		33	30	3·40	2·63	2,600	1,948
1	(*h*)	Raipur-Dhamtari		23	17	2·23	2·25	1,529	956
10	(*k*)	Tirupattur-Krishnagiri		9	7	1·38	1·41	230	183

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

93	94	95	96	97	98	99	Number.
TRAFFIC—*contd.*							

UNIT MILEAGE.				VEHICLES AND VEHICLE MILEAGE.										
Average sum received for carrying a ton one mile. Pies.		Average number of tons in a train. Tons.		Number of goods vehicles hauled one mile (in thousands).								Average number of vehicles in a goods train.		Main head.
				Loaded. Vehicle miles.		Empty. Vehicle miles.		Brake-vans. Vehicle miles.		Total. Vehicle miles.		Freight Vehicles. No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
3·93	3·53	241·60	231·82	54,010	47,604	27,231	27,268	3,944	3,693	85,185	78,565	30·99	29·59	1
6·10	5·99	255·91	259·88	42,584	33,295	15,768	12,680	1,945	1,600	60,297	47,575	35·84	34·81	2
6·02	7·08	162·52	203·70	21,460	25,889	4,765	9,065	814	954	27,039	35,908	32·25	35 30	3
3·14	3·02	328·11	319 31	167,627	164,853	90,758	97,428	7,357	7,506	265,742	269,787	37·85	37·60	4
5·51	4·54	209·75	194·73	105,366	101,773	35,965	41,153	9,930	9 994	151,261	152,920	25·09	24·55	5
5·92	5·53	207·59	208·43	23,110	21,980	8,788	8,345	2,039	1,963	33,937	32,288	30·46	31·04	6
5·36	5·96	178·18	170·54	6,431	5,976	3,528	3,374	835	741	10,794	10,091	23·23	24·28	7
4·92	4·54	234·88	246·84	146,145	130,509	68,781	50,118	6,309	5,058	221,235	185,685	34·92	34·28	8
4 74	4·75	194·53	159·33	23,626	21,158	8,341	7,202	1,146	1,037	33,113	29,397	24·84	22·89	9
6 41	6·43	129·88	125·61	6,823	6,466	2,084	2,013	631	621	9,538	9,100	20·21	18·55	10
4·24	5·27	107·43	108 91	6,636	9,962	2,319	3,546	444	551	9,399	14,059	17·29	22·52	11
5·38	5 40	137·09	113·16	36,074	30,788	13,592	12,283	2,604	2,386	54,270	45,457	31·16	30·07	12
9·33	8·48	67·82	75 71	2,250	1,157	1,495	719	102	41	3,847	1,917	29·09	25·15	14
5·73	5·50	126·23	129·30	65,503	48,287	31,081	21,200	3,140	2,203	99,724	71,690	32·51	29·98	2
6·40	6·19	102·83	91·31	33,549	25,158	13,049	8,830	2,764	2,269	49,362	36,257	23·15	22·50	15
5·51	7·34	122·42	120 87	24,465	23·204	4,902	5,570	941	841	30,308	29,615	32·60	33·19	8
10·07	8·61	56·02	61·47	1,519	917	1,012	478	48	15	2,579	1,410	24·89	20·82	17
8·71	7·60	101·97	84·34	5,610	4,405	1,727	1,823	705	560	8,042	6,788	20·00	21·03	7
13·52	12·93	45·53	41 80	143	90	77	35	...	...	220	125	19·49	15·06	18
6·51	6·35	99·57	85·81	12,426	13,564	5,993	8,037	1,088	1,162	19,507	22,763	28·84	28 96	19
10·73	6·29	54·06	65·35	689	465	486	329	17	18	1,192	812	24 83	23·09	20
6·87	6·55	84·07	79·14	34,854	29,804	10,040	9,740	2,922	2,625	47,816	42,169	21·76	21·90	6
57·43	54·89	21·46	27·07	81	89	29	17	...	...	110	106	6·18	6·51	10
5·49	6·05	137·03	104·79	4,819	4,068	2,193	2,214	367	360	7,379	6,642	25 46	24·15	22
6·03	6·55	85 52	73·04	776	729	260	234	64	75	1,100	1,038	22·47	18·37	10
7·14	6·91	89·46	87·15	22,829	22,283	8,460	8,283	1,750	1,835	33,039	32,401	22·57	22 64	10
15·53	16 04	43·10	40·30	283	178	144	117	...	...	377	295	19·17	17·14	23
6·56	4·66	74·87	85·41	3,416	3,143	1,775	1,940	303	198	5,494	5,281	25·61	24·60	1
30·66	29·89	20·17	25·12	374	537	186	149	63	85	623	771	7·82	8·09	8
6·97	8·14	20·05	26 30	514	474	156	123	113	65	783	662	9·66	11·94	8
10·36	013·83	16·09	16·67	52	43	23	14	5	4	80	61	10·06	8·49	10
8·30	7·77	78·68	65·04	562	421	217	155	18	13	797	589	23·59	19·23	1
6·42	7·51	66·77	57·62	260	192	124	71	17	18	401	281	16·77	15·86	1
10·06	10·49	26·36	25 89	79	61	9	14	3	4	91	79	10·07	10·57	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	100		101		102	
								GOODS	
								VEHICLES AND	
				Average number of vehicles in a goods train—*concld.*				Average earnings per goods vehicle per mile (excluding brakes).	
Main head.	Sub-head.			Brake-vans. No.		Total. No.		Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		1·51	1·46	32·50	31·05	30·64	27·68
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		1·19	1·21	37 03	36·02	42 99	40 23
3	(*a*)	Eastern Bengal		1·00	0·98	33·25	36 78	30 31	40·26
4	(*a*) to (*d*)	East Indian		1·08	1·08	38·93	38·68	27·19	25·68
5	(*a*) to (*f*)	Great Indian Peninsula		1·76	1·71	26 85	26·26	46 10	36 04
6	(*a*) and (*b*)	Madras and Southern Mahratta		1·95	2·01	32·41	33·05	40·31	37·47
7	(*a*) and (*b*)	Nizam's Guaranteed State		1·95	1·92	25 18	26·20	44·95	41·87
8	(*a*) to (*f*)	North Western		1·03	0·96	35·95	35 24	33 06	32·72
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·89	0 84	25·73	23·73	37·16	33·04
10	(*a*)	South Indian		1·43	1·36	21·64	19 91	41·19	43·54
		3′ 3¾″ GAUGE.							
11	(*a*)	Assam-Bengal		0·86	0 92	18·15	23·44	28·80	25·48
12	(*a*) and (*b*)	Bengal and North-Western		1·57	1·67	32·73	31·74	23·68	20 33
14	(*a*) and (*b*)	Bhavnagar		0·79	0·56	29·88	25·71	21·70	25 53
2	(*b*) and (*g*) to (*i*)	Bombay, Baroda and Central India		1·05	0·95	33·56	30·93	22·24	23·72
15	(*a*) to (*c*)	Burma		1·38	1·50	24·53	24·00	28·45	25·13
3	(*b*) to (*d*)	Eastern Bengal		1·05	0·97	33·65	34·16	20·68	26·72
17	(*a*) and (*b*)	Gondal-Porbandar		0·47	0·23	25·36	21·05	22·66	25·41
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		1·92	1 89	21·92	22·92	44·44	30 47
18	(*a*)	Jamnagar		...	...	19·49	15·06	31·59	35 86
19	(*a*) to (*e*)	Jodhpur-Bikaner		1·71	1·56	30·55	30·52	22·46	18·82
20	(*a*)	Junagad		0·37	0·51	25·20	28·60	23·37	17·81
6	(*c*) to (*l*)	Madras and Southern Mahratta		1·42	1·45	23·18	23·35	26 53	23·66
19	(*c*)	Nilgiri		0·03	0·03	6·21	6·54	199·44	228·37
22	(*a*) and (*b*)	Rohilkund and Kumaon		1·33	1 39	26·79	25·54	29·52	26·26
10	(*f*)	Shoranur-Cochin		1·40	1·47	23·87	20·34	22·95	25·35
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		1·26	1·36	23·33	24·00	28·31	26·60
23	(*a*)	Udaipur-Chitorgarh		...	...	19·17	17·14	34·92	37 73
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·49	0·96	27·10	25·56	19·18	16·20
8	(*b*)	Kalka-Simla		0·88	1·00	8·70	9·09	19·02	22·76
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Dargai		1·62	1·31	11·28	13·25	14·47	17·92
10	(*f*)	Morappur-Dharmapuri		0·67	0·54	10·73	9·03	16·57	27·16
1	(*g*)	Purulia-Ranchi		0·54	0 43	24·13	19 66	27·68	26 27
1	(*h*)	Raipur-Dhamtari		0·75	1 08	17·52	16·94	25·57	27·29
10	(*k*)	Tirupattur-Krishnagiri		0·33	0·57	10·40	11·14	26·33	25·71

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

103		104		105		106		107		108		109		
TRAFFIC—*continued.*														NUMBER.
VEHICLE MILEAGE—*concluded.*								WEIGHT OF TRAIN AND TON-MILEAGE.						
Carrying capacity hauled one mile (excluding brakes) (in thousands). Tons.		Percentage of freight upon capacity hauled. Per cent.		Average load of a goods vehicle (including both loaded and empty). Tons.		Average load of a loaded goods vehicle. Tons.		Gross ton-mileage of all goods trains (in thousands). Freight. Ton-Miles.		Dead-weight. Ton-Miles.		Total. Ton-Miles.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,334,310	1,236,345	47·47	47·44	7·80	7·83	11·73	12·32	633,354	586,510	866,401	808,670	1,499,755	1,395,180	1
971,385	771,655	42·90	44·47	7·14	7 47	9 78	10·81	416,677	343,239	601,656	490,615	1,018,333	833,854	2
405,433	548,234	32·60	36·28	5·04	5·69	6·16	7·68	132,158	196,873	284,683	377,422	416,841	576,295	3
4,242,923	4,308,776	52·79	51·69	8·67	8·49	13·36	13 51	2,239,696	2,227,140	2,605,369	2,648,415	4,845,065	4,875,555	4
2,282,129	2,303,932	51·77	49·21	8 36	7·93	11·21	11·14	1,131,564	1,133,781	1,716,536	1,750,691	2,898,100	2,884,472	5
595,948	477,709	43·04	42·62	6·81	6 71	9·41	9·26	217,349	203,610	368,086	350,198	585,435	553,808	6
169,868	156,932	44·96	41·86	7 67	7·02	11·28	10·99	76,369	65,689	115,820	106,983	192,189	172,672	7
3,888,582	3,397,565	37·36	38·98	6·72	7·20	9 89	9·97	1,445,092	1,300,256	2,249,022	1,902,759	3,694,114	3,203,015	8
502,122	446,282	49·86	44·23	7·83	6·96	10·60	9·33	250,360	197,869	370,103	346,397	620,463	543,766	9
136,886	130,757	41·92	43·91	6·43	6·77	8·39	8·88	57,354	57,412	102,943	100,701	160,197	158,113	10
84,137	134,461	66·13	48·58	6·21	4·84	8 38	6·06	55,639	65,817	72,004	97,221	127,643	162,538	11
527,447	439,676	43·07	36·86	4·40	3·76	5·97	5·26	227,181	162,052	283,001	240,177	510,182	402,229	12
28,911	15,021	30·11	37·58	2·32	3 01	3·87	4·88	8,705	5,646	18,228	9,756	26,933	15,402	14
359,327	637,347	43·64	47·02	3·88	4·31	5·73	6·21	375,052	299,688	508,663	379,311	883,715	678,999	2
420,621	311,191	49·20	44·33	4·44	4·06	6·17	5·48	206,953	137,944	331,950	249,382	538,908	387,326	15
305,939	310,938	36·04	32·65	3 75	3·64	4·51	4·52	110,264	104,776	206,519	201,563	316,783	306,339	3
18,331	10,566	31·07	39·00	2·25	2·95	3·75	4·49	5,696	4,118	12,093	7,226	17,789	11,344	17
80,242	67,021	46·63	37·25	5·10	4·01	6·67	5 67	37,418	24,965	51,142	41,820	88,560	66,785	7
1,710	893	30·06	36·81	2·34	2·78	3·60	3·85	514	348	1,315	856	1,829	1,204	18
160,782	188,141	39·55	34·02	3·45	2·96	5·12	4·72	63,589	64,005	101,775	119,868	165,364	183,873	19
9,513	6,527	26·89	34·43	2·18	2·93	3·71	4·84	2,558	2,248	6,337	4,402	8,895	6,650	20
342,295	307,545	49·69	46·48	3·86	3·61	4 98	4·80	173,405	142,939	281,326	248,998	454,731	391,937	6
1,103	1,061	34·52	41·33	3·47	4·16	4·69	4·92	381	439	1,050	1,003	1,431	1,442	10
76,253	69,674	49·49	39·12	5·33	4 34	7·33	6·70	37,742	27,254	44,641	41,820	82,383	69,074	22
9,695	9,044	40·65	41·20	3·81	3·87	5·08	5·11	3,941	3,726	6,393	6,422	10,334	10,148	10
252,567	250,420	49·11	46·98	3·96	3·85	5·43	5·28	124,024	117,643	206,030	203,625	330,054	321,268	10
3,101	2,595	27·30	26·70	2·24	2 35	3·63	3·90	848	694	2,137	1,935	2,985	2,529	23
42,458	41,370	35·74	42·66	2·92	3·47	4·44	5·62	15,177	17,649	31,679	31,033	46,856	48,682	1
5,172	8,706	27·92	24·48	2·58	3·10	3·86	3·96	1,444	2,131	5,013	7,409	6,457	9,540	8
2,995	2,667	46·47	49·26	3·08	2·20	2·71	2·78	1,392	1,314	3,115	2,423	4,507	3,737	8
363	380	32·81	40·27	1·60	1·96	2·29	2·60	119	113	507	427	626	540	10
6,731	4,975	38·62	39·17	3 34	3·38	4 62	4·63	2,600	1,948	4,519	3,641	7,119	5,589	1
3,033	1,760	50·42	54·32	3·98	3·63	5·88	4·97	1,529	956	1,815	1,217	3,344	2,173	1
428	363	53·68	50·25	2·62	2·45	2·90	2·99	230	183	585	490	815	673	19

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 2.)		Railway system.	Serial number.	110		111		112	
				GOODS					
				WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*					
				Average weight of a goods train.					
Main head.	Sub-head.			Freight. Tons.		Dead-weight. Tons.		Total. Tons.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		241·61	231·62	330·50	319·62	572·11	551·44
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		255·91	259 88	369·53	371·46	625 44	631·34
3	(*a*)	Eastern Bengal		162·52	203·69	350·09	386·58	512·61	590·27
4	(*a*) to (*d*)	East Indian		328·11	319·31	381·67	379·72	709·78	699·03
5	(*a*) to (*f*)	Great Indian Peninsula		209·75	194 78	304·71	300·69	514·46	495·42
6	(*a*) and (*b*)	Madras and Southern Mahratta		207·59	208·43	351·57	358 49	559·16	566·92
7	(*a*) and (*b*)	Nizam's Guaranteed State		178·18	170·54	270·22	277·74	448·40	448·28
8	(*a*) to (*j*)	North Western		234·83	246 84	365·47	361·06	600·30	607·90
9	(*a*) and (*b*)	Oudh and Rohilkhand		194·53	159·33	287·57	279 63	482 10	438 96
10	(*a*)	South Indian		129 88	125·61	233·54	220·33	363·42	345 94
		3′ 3¾″ GAUGE.							
11	(*a*)	Assam-Bengal		107·43	108·91	139·02	162·10	246·45	271·01
12	(*a*) and (*b*)	Bengal and North-Western		137·00	113·16	170 67	167·71	307 67	280·87
14	(*a*) and (*b*)	Bhavnagar		67 62	75·71	141·60	130 84	209·22	206·55
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		126·23	129·30	171·21	163·65	297·44	292·95
15	(*a*) to (*c*)	Burma		108·83	91·31	164·94	165·07	267·77	256·38
3	(*b*) to (*d*)	Eastern Bengal		122·42	120·88	229·28	232·53	351·70	353·41
17	(*a*) and (*b*)	Gondal-Porbandar		56·03	61·47	118 95	107·88	174·97	169·35
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		101·97	84 30	139·37	141·21	241·34	225·51
18	(*a*)	Jamnagar		45·53	41·80	116·42	102·96	161·95	144·76
19	(*a*) to (*e*)	Jodhpur-Bikaner		99·57	85 80	159·37	160·70	258 94	246·50
20	(*a*)	Junagad		54·06	65 35	133·02	128·09	187·98	193·44
6	(*c*) to (*l*)	Madras and Southern Mahratta.		84·07	79·14	136·38	137·87	220·45	217 01
10	(*c*)	Nilgiri		21·46	27·07	59·17	61·92	80·63	88·99
22	(*a*) and (*b*)	Rohilkund and Kumaon		137·03	104·79	162·08	160·80	299·11	265·59
10	(*f*)	Shoranur-Cochin.		85·52	73·04	138·71	125·88	224·23	198·92
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		89·46	87·15	148·62	150·85	238·08	238·00
23	(*a*)	Udaipur-Chitorgarh		43·18	40·38	108·75	106·66	151·93	147·04
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		74·87	85·41	156·28	150·18	231·15	235·59
8	(*k*)	Kalka-Simla		20·17	25·12	70·00	87·35	90·17	112·47
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai		20·05	26 30	44·90	48·50	64·95	74·80
10	(*f*)	Morappur-Dharmapuri		16·09	16·67	68·46	63·08	84·55	79·75
1	(*g*)	Purulia-Ranchi		78·68	65·04	136·77	121·52	215·45	186·56
1	(*h*)	Raipur-Dhamtari		66·77	57·62	79·24	73·38	146·01	131·00
10	(*k*)	Tirupattur-Krishnagiri		26·36	25·89	67·11	69·51	93·47	95·40

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

113		114		115		115 A.		116		117		118		Number.
TRAFFIC—*concluded.*														
COST OF WORKING AND PROFITS.														
Average cost of hauling a goods train one mile. Rs.		Average cost of hauling a goods vehicle with its load one mile. Pies.		Average cost of hauling a goods unit (*viz.*, one ton) one mile. Pies.		Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent per annum. Pies.		Average profit on working a goods train one mile. Rs.		Average profit on working a goods vehicle with its load one mile. Pies.		Average profit on working a goods unit (*viz.*, one ton) one mile. Pies.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2·25	2·18	13·94	14·17	1·79	1·81	3·53	3·61	2·69	2·09	16·70	13·51	2·14	1·72	1
3·33	3·95	17·86	21·80	2·50	2·92	4·20	4·85	4·69	3·34	25·13	18·43	3·52	2·47	2
3·16	4·15	18·80	22·27	3·73	3·91	6·74	6·11	1·93	3·36	11·51	17·99	2·29	3·17	3
2·09	2·07	10·61	10·58	1·22	1·25	2·28	2·30	3·27	2·97	16·58	15·10	1·92	1·77	4
2·66	2·72	20·39	21·30	2·44	2·69	4·03	4·34	3·36	1·89	25·71	14·74	3·07	1·85	5
3·28	3·33	20·70	20·62	3·04	3·07	5·50	5·61	3·12	2·73	19·61	16·85	2·88	2·51	6
2·09	2 41	17 26	19·06	2·25	2·71	4·43	5·29	3·35	2·88	27·69	22·81	3·61	3·25	7
2·89	3·11	15·90	17·41	2·37	2·42	4·24	4·40	3·12	2·73	17·16	15·31	2·55	2·12	8
1·93	2·11	14 92	17·67	1·90	2·54	4·02	5·26	2·88	1·88	22·24	15·37	2·84	2·21	9
1·98	1·94	18·78	20·05	2·92	2·96	5·99	5·95	2·86	2·27	22·41	23·49	3·49	3·47	10
2·57	2·24	28·52	19·10	4·59	3·95	8·89	7·93	0·02	0·75	0·28	6·38	0·05	1·32	11
1·36	1·10	8·39	7·02	1·21	1·37	3 90	4·49	2·48	2·08	15·29	13 31	3·47	3·53	12
1·60	2·05	10·55	15·63	4 54	5·19	7·95	9·27	1·69	1·30	11·15	9·90	4·79	3·29	14
1·78	2·09	10·52	13·35	2·71	3·10	4·25	4·86	1·99	1·61	11·72	10·37	3·02	2·40	2
2·11	2·24	17·53	19·15	3 95	4·86	6·79	8·50	1·32	0·70	10·22	5·98	2·45	1·33	15
2·50	2·45	14·64	14·19	3·90	3·90	6·93	6 86	1·01	2·17	6·04	12·53	1·61	3·44	3
1 37	1·71	10·55	15·75	4·99	5·38	8·20	9·22	1·57	1·05	12·11	9·66	5·38	3·28	17
1·98	1·90	19·02	17·37	3·73	4·33	6·21	7·67	2·65	1·44	25·42	13·10	4·98	3·27	7
1·99	1·89	19·62	24 09	3·40	3·68	15·40	16·55	1·22	0·92	11·97	11·77	5·12	4·24	18
1·59	1·47	10·62	9·72	3·08	3·28	4·55	4·89	1·78	1·37	11·84	9·10	3·43	3·07	19
1·50	1·77	11·59	14·74	5 33	5 21	10·24	10·46	1·52	0·37	11·78	3 07	5·40	1·08	20
1·70	1·76	15·00	15 42	3·88	4·27	6·92	7·71	1·31	0·94	11·53	8·24	2·99	2·28	6
4·03	4·62	125·16	136·19	36 04	32·75	71·52	63·96	2·39	3·11	74·28	92·08	21·39	22·14	10
1·79	1·68	13·50	13·33	2·51	3·07	5·12	6·41	2·12	1·62	16·02	12 93	2 98	2·98	22
1·75	1·77	14 91	17·97	3·92	4 64	8·19	9 45	0·94	0·72	8·04	7·38	2·11	1 91	10
1 68	1·98	14 30	16 80	3·61	4·36	5·78	6·65	1·65	1·16	14·01	9·80	3·53	2·55	10
1·11	1·33	11·21	14·99	4·98	6·37	17·09	21·58	2·37	2·03	23·71	22·74	10·55	9·67	23
1·88	1·95	14·11	15·23	4·82	4·39	10·81	9·35	0·08	0·13	5·07	0·97	1·74	0·27	1
3·84	3·10	24·81	73·52	36·59	28·69	76·99	52·64	—0·62	0·81	—75·29	19·24	—5·93	6·20	8
1·97	1·58	39·12	25·38	18·84	11·53	29·99	21·88	—1·24	0·46	—24 65	—7·46	—11·87	—3·39	8
0·96	0·99	18·40	22·28	11·51	11 35	22·43	21·38	—0·09	0·21	—1·83	4·88	—1·15	2·48	10
1·30	1·14	10·56	11·36	3 17	3 36	7·34	7·72	2·10	1·49	17·13	14 91	5·13	4·41	1
1·55	1·93	17 71	23·32	4·45	6 42	7·88	11·36	0·68	0·32	7·86	3·97	1·97	1·09	1
1·21	0·94	23·10	17·18	8·88	6·99	18·14	17·53	0·17	0·47	3·28	8·58	1·23	3·50	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	119		120		121	
								Detailed	
				Percentage to total					
Main head.	Sub-head.			Coaching traffic. Per cent.		Goods traffic. Per cent.		Sundries including telegraph. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5' 6" Gauge.							
1	(a)	Bengal-Nagpur	1	28·91	36·24	67·54	57·95	3·27	5·46
2	(a) and (c) to (f)	Bombay, Baroda and Central India	2	31·57	36·75	67·32	62·33	1·11	0·92
3	(a)	Eastern Bengal	3	46·08	33·59	49·70	63·25	4·22	3·16
4	(a) to (d)	East Indian	4	29·95	30·84	68·58	67·72	1·30	1·27
5	(a) to (f)	Great Indian Peninsula	5	26·54	30·55	72·65	68·32	0·81	1·13
6	(a) and (b)	Madras and Southern Mahratta	6	38·90	40·80	58·71	56·70	2·39	2·50
7	(a) and (b)	Nizam's Guaranteed State	7	23·41	25·63	71·51	70·29	5·08	4·08
8	(a) to (f)	North Western	8	28·78	33·14	69·77	65·58	1·45	1·28
9	(a) and (b)	Oudh and Rohilkhand	9	42·91	47·85	45·89	42·51	11·20	9·64
10	(a)	South Indian	10	39·80	38·90	51·17	52·22	9·03	8·88
		3' 3¾" Gauge.							
11	(a)	Assam-Bengal	11	50·73	40·74	43·97	52·80	5·30	6·46
12	(a) and (b)	Bengal and North-Western	12	41·31	46·69	50·57	43·03	2·25	4·78
14	(a) and (b)	Bhavnagar	14	49·29	59·97	48·23	37·89	2·49	2·14
2	(b) and (g) to (l)	Bombay, Baroda and Central India	2	36·07	40·70	61·55	56·98	2·38	2·32
15	(a) to (c)	Burma	15	43·37	49·71	55·00	47·57	1·27	2·34
3	(b) to (d)	Eastern Bengal	3	45·50	40·61	44·49	50·22	0·61	0·67
17	(a) and (b)	Gondal-Porbandar	17	53·39	64·09	44·04	33·70	2·57	2·21
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	7	33·13	41·45	64·68	54·92	2·19	3·63
18	(a)	Jamnagar	18	79·38	75·22	27·69	21·72	1·63	3·06
19	(a) to (e)	Jodhpur-Bikaner	19	38·84	37·35	59·93	61·43	1·23	1·22
20	(a)	Junagad	20	50·22	63·48	46·16	33·05	3·62	3·47
6	(c) to (l)	Madras and Southern Mahratta	6	36·91	40·75	61·66	57·90	1·43	1·35
10	(c)	Nilgiri	10	57·89	48·42	41·45	50·81	0·66	0·77
22	(a) and (b)	Rohilkund and Kumaon	22	40·97	46·37	49·67	43·02	9·46	10·61
10	(f)	Shoranur-Cochin	10	62·54	56·75	37·09	42·86	0·37	0·39
10	(b), (d), (e) and (g) to (i)	South Indian	10	54·38	56·68	43·12	41·26	2·50	2·06
23	(a)	Udaipur-Chitorgarh	23	51·66	59·42	44·81	37·97	3·53	2·61
		2' 6" Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.	1	44·25	47·15	54·02	50·98	1·73	1·87
8	(k)	Kalka-Simla	8	55·82	53·03	42·93	45·90	1·25	1·07
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai	8	71·17	68·85	27·85	30·19	0·98	0·96
10	(j)	Morappur-Dharmapuri	10	71·77	67·59	27·46	31·83	0·77	0·58
1	(g)	Purulia-Ranchi	1	56·93	61·16	42·82	38·06	0·25	0·78
1	(h)	Raipur-Dhamtari	1	46·20	53·07	53·48	46·73	0·32	0·20
10	(k)	Tirupattur-Krishnagiri	10	64·19	66·15	35·55	33·68	0·26	0·22

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

122	...	123	124	125	126	127	

PERCENTAGES OF EARNINGS AND EXPENDITURE.

earnings.				Percentage of working expenses on total earnings.										Number.
Steam-boat earnings. Per cent.		Total.		Maintenance. Per cent.		Locomotive expenses. Per cent.		Carriage and wagon expenses. Per cent.		Traffic expenses. Per cent.		General charges. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·28	0·35	100·00	100·00	8·35	8·38	13·31	13·31	6·64	5·88	7·64	8·06	4·38	4 58	1
...	...	100·00	100·00	8·97	12·63	18·98	22 98	3·48	5·67	7·36	8·19	3·37	4·20	2
...	...	100·00	100·00	12·72	16·31	14·29	13·56	6 71	4·13	15·44	11·96	5·08	3·63	3
0·17	0·17	100·00	100·00	8·53	8·39	11·02	11·03	3·05	4·51	8 27	8·68	3 15	3·22	4
...	...	100·00	100·00	9·07	15·05	20·99	25·20	3 50	4·23	7·76	8·68	3·18	3·94	5
...	...	100·00	100·00	10·14	12·63	20·86	22·14	6 24	4·82	6·23	7·15	4·32	4·79	6
...	...	100·00	100·00	9·71	16·86	15·86	13·41	3·21	3·87	5·98	6 82	4·61	5·28	7
...	...	100·00	100·00	11·85	11·54	16·80	23·06	6·06	5·04	9·26	9·40	3·05	3·24	8
...	...	100·00	100·00	9·73	10·45	11·79	15·32	3 52	4·93	8·72	9·33	4·02	3·77	9
...	...	100·00	100·00	8·53	9·14	21·11	25·25	9·17	6·05	6·61	6·80	4·35	4·52	10
...	...	100·00	100·00	26·07	20 86	18·99	16·49	5·13	4·40	*15·16	*15·33	9·56	8·78	11
5·87	5·55	100·00	100·00	11·52	5·00	9·45	10·87	2·58	3·35	5·83	6 80	3 55	3·97	12
...	...	100·00	100·00	9 47	13·65	14·89	17·37	2·65	3·49	7·56	10·76	6·15	8 04	14
...	...	100·00	100·00	7 28	10·36	20·47	23·64	4·10	5·37	7·68	8·99	3·86	4·85	2
0·36	0·38	100·00	100·00	17·54	16·39	15·75	20·75	4·66	8·77	7·75	10·39	5 43	7·31	15
9·40	8·50	100·00	100·00	16·10	9·14	14·15	16·87	5·13	5·21	10·78	10·03	5·00	3·79	3
...	...	100·00	100·00	6·17	8·35	19·39	21·35	1·47	2·15	8·40	8·82	5·93	8·75	17
...	...	100·00	100·00	17·66	20·29	13·89	15·56	2·24	3·17	6·96	11·15	6·11	10·03	7
...	...	100·00	100·00	11·78	15·18	18·69	21·55	1·77	2·30	9·47	9·71	10·92	11·11	18
...	...	100·00	100·00	11·73	10·34	15·73	18·48	3·22	2·69	6·01	6·23	3 44	3·60	19
...	...	100·00	100·00	10 82	14 94	17·10	14·34	2 09	3·56	7·36	10·68	6·65	12·08	20
...	...	100·00	100·00	13·01	13·98	22·17	23·55	4·63	7·13	7·12	8·58	5·33	6·46	6
...	...	100·00	100·00	11·88	12·57	42 95	52·07	3·08	3·35	8·14	8·69	4·63	4·85	10
...	...	100·00	100·00	9·06	10·38	11·71	11·58	3·23	3·62	6·86	7·73	5·41	6·07	22
...	...	100·00	100·00	10·18	15 79	18·63	20·41	4·03	4·60	7·32	7·62	5·17	5·34	10
...	...	100·00	100·00	8·70	13·94	17·03	18·34	4·10	6·01	7·45	7·67	5 32	5·51	10
...	...	100·00	100·00	9·86	16·51	16·14	16·73	2·55	4·49	7·08	7·61	5·21	5·23	23
...	...	100·00	100·00	16·58	22·83	19·95	25·51	5·26	8·54	10·77	11·81	9·79	10·77	1
...	...	100·00	100·00	19·98	10·77	23·90	18·36	18·21	9·79	13·88	11·70	4·73	3·55	8
...	...	100·00	100·00	36·77	37·73	34·09	30·25	6·07	3·04	18·19	18·07	15·11	13·23	8
...	...	100·00	100·00	36·24	30·32	35·91	42·69	7·65	5·68	8·72	7·16	4·24	5·13	10
...	...	100·00	100·00	7·92	12·87	10·38	14·46	6·00	4·17	5·77	7·39	5·32	6·44	1
...	...	100·00	100·00	10·85	22·09	15·51	15·10	5·84	4·29	7·73	7·75	7·87	8·53	1
...	...	100·00	100·00	27·95	12·72	34·99	33·54	1·92	2·06	6·35	6·62	4·44	4·55	10

* Includes 3·91 per cent in the 1st half and 4·77 per cent in the 2nd half on account of Jetty expenses.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	128		129		130	
				Detailed Percentages of Earnings and Expenditure—*concld.*					
				Percentage of working expenses on total earnings—*concld.*					
Main head.	Sub-head.			Miscellaneous expenses. Per cent.		Steam-boat expenses. Per cent.		Total working expenses. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(*a*)	Bengal-Nagpur		2·84	3·07	1·08	1·09	44·24	44·87
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		2·15	4·19	...	...	44·31	57·86
3	(*a*)	Eastern Bengal		5·44	10 60	...	...	59·68	60·19
4	(*a*) to (*d*)	East Indian		2·66	2·40	0·19	0·16	36·87	38·39
5	(*a*) to (*f*)	Great Indian Peninsula		3·45	4·01	...	...	47·93	61·11
6	(*a*) and (*b*)	Madras and Southern Mahratta		2·49	2·64	...	...	50·28	54·17
7	(*a*) and (*b*)	Nizam's Guaranteed State		2·07	3·04	...	...	41·44	49·28
8	(*a*) to (*j*)	North Western		2·02	2·48	...	0·01	49·04	53·77
9	(*a*) and (*b*)	Oudh and Rohilkhand		1·96	2·58	...	...	39·74	47·08
10	(*a*)	South Indian		1·45	2·05	...	...	51·22	53 81
		3′ 3⅜″ Gauge.							
11	(*a*)	Assam-Bengal		4·25	1·25	...	...	79·16	67·81
12	(*a*) and (*b*)	Bengal and North-Western		1·15	0·42	2·16	2·51	36·24	32·42
14	(*a*) and (*b*)	Bhavnagar		1·58	1·62	...	...	42 25	54·93
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		1·33	1·84	...	...	44·72	54·05
15	(*a*) to (*c*)	Burma		1·33	2·13	1·20	0·85	54·16	66·59
3	(*b*) to (*d*)	Eastern Bengal		2·35	3·44	7·48	7·21	60 99	55·69
17	(*a*) and (*b*)	Gondal-Porbandar		2·35	5·57	...	...	43·71	54·99
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·83	2·08	...	...	47·67	62·28
18	(*a*)	Jamnagar		2·57	2·96	...	...	55·20	62·81
19	(*a*) to (*e*)	Jodhpur-Bikaner		4·16	7·07	...	...	44·29	48·41
20	(*a*)	Junagad		0·95	1·88	...	...	44·96	57·48
6	(*c*) to (*l*)	Madras and Southern Mahratta		2·04	1·96	...	...	58 35	61·71
10	(*c*)	Nilgiri		1·35	2·49	...	...	71·98	84·02
22	(*a*) and (*b*)	Rohilkund and Kumaon		1·13	0·86	...	...	38·10	40·29
10	(*f*)	Shoranur-Cochin		2·88	3·37	...	...	48·21	57·13
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		2·53	3·00	...	...	45·13	54·97
23	(*a*)	Udaipur-Chitorgarh		3·43	2·19	...	...	44·27	52·75
		2′ 6″ Gauge.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·09	0·47	...	...	63·44	79·93
8	(*k*)	Kalka-Simla		3·57	2·84	...	...	84·27	57·01
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai		3·38	4·04	...	...	163·61	106·36
10	(*j*)	Morappur-Dharmapuri		2·15	2·95	...	...	95·61	93·93
1	(*g*)	Purulia-Ranchi		0·52	0·89	...	...	35·86	46 22
1	(*h*)	Raipur-Dhamtari		0·69	2·55	...	...	48·9	60·31
10	(*k*)	Tirupattur-Krishnagiri		1·31	2·18	...	...	76·96	61·67

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

131*a*		132*a*		133*a*		134*a*		135*a*		135A*a*		136*a*		137*a*		NUMBER.
TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS.																
PER MILE OF LINE MAINTAINED.																
General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Repairs of bridges, etc.		Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		Main head.
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
196·11	194·62	302·88	325·72	154·80	84·16	...	...	162·29	160·41	...	...	49·40	78·54	865·48	843·45	1
206·85	225·15	623·15	989·74	434·98	478·72	...	...	174·85	133·95	0·53	0·62	48·55	—*15·79*	1,488·91	1,669·43	2
297·46	412·36	485·06	1,055·55	410·81	1,031·75	...	0·43	557·02	911·60	...	...	337·48	281·51	2,087·88	3,693·25	3
240·85	230·13	867·45	772·70	224·99	169·94	...	...	265·11	317·36	...	...	164·95	167·73	1,763·35	1,657·86	4
213·64	220·64	663·72	1,056·38	229·75	274·32	...	...	247·94	383·17	...	...	106·17	105·83	1,461·22	2,040·34	5
209·78	210·59	493·66	619·29	143·68	159·34	...	...	201·32	214·66	...	...	56·66	61·21	1,110·10	1,265·09	6
209·54	211·63	496·78	1,007·68	72·95	28·76	...	...	44·46	53·24	...	...	79·20	92·83	902·93	1,394·14	7
137·33	180·20	509·43	570·44	269·92	116·51	29·22	5·24	195·11	186·45	...	...	179·40	117·22	1,370·61	1,176·06	8
155·75	165·37	447·69	358·05	41·71	47·93	9·13	0·33	84·32	87·87	...	...	89·50	84·60	828·10	744·85	9
146·27	156·65	465·39	340·57	39·06	177·21	...	...	44·05	73·55	...	...	19·14	26·90	718·91	754·38	10
165·02	151·17	511·74	483·02	125·04	88·66	...	...	140·63	93·45	...	...	57·61	57·79	1,000·04	880·09	11
94·53	26·97	282·36	166·17	139·40	—*16·93*	0·09	1·75	46·30	34·93	...	...	116·97	—*31·65*	679·65	251·24	12
33·54	44·61	331·94	358·89	7·35	11·22	...	...	17·29	23·09	...	...	53·44	26·09	444·06	463·81	14
102·39	104·59	344·75	504·06	25·89	—*44·33*	...	...	79·46	75·38	...	...	46·98	63·82	599·47	706·52	2
187·60	173·82	544·92	501·71	262·65	94·90	...	...	359·49	138·68	...	...	85·73	88·39	1,440·39	992·45	15
154·01	117·32	350·72	244·98	250·32	54·60	10·70	7·77	141·81	140·32	...	...	130·03	79·93	1,087·59	644·82	3
35·66	49·99	151·32	156·36	3·84	2·93	...	...	10·85	13·26	...	...	13·85	12·92	215·52	285·51	17
155·85	155·26	789·20	513·03	62·45	25·94	...	...	45·61	52·94	...	...	93·01	80·17	1,146·12	837·24	7
53·54	38·16	190·49	232·95	4·06	6·44	...	...	27·09	11·78	...	...	8·24	12·32	284·03	301·65	18
22·33	23·42	297·07	246·11	6·41	3·72	...	...	13·64	15·13	...	...	32·39	20·87	371·84	309·25	19
48·31	54·26	289·64	211·52	4·55	12·56	...	...	14·91	13·35	...	...	16·56	41·62	378·97	333·51	20
85·90	82·04	339·23	352·38	55·73	57·47	...	...	54·38	39·03	...	...	42·29	31·98	577·53	562·90	6
247·89	227·57	593·02	429·62	116·75	152·75	...	...	114·61	214·87	...	...	55·39	46·78	1,127·66	1,071·60	10
32·16	22·85	129·64	188·85	52·62	34·78	...	0·25	32·28	37·47	...	...	21·41	28·48	378·11	382·68	22
Included with the South Indian Railway, 5′ 3″ gauge.																10
138·99	173·70	319·53	713·15	154·51	207·93	...	...	90·19	93·78	...	...	67·69	68·13	820·91	1,256·69	10
35·10	36·89	159·36	298·76	1·67	13·02	...	...	17·09	13·41	...	...	10·79	12·27	224·01	374·35	23
101·07	117·44	162·89	156·76	15·05	47·52	...	...	26·85	24·92	...	...	6·91	30·91	312·78	377·55	1
364·07	308·55	505·90	526·09	478·18	213·23	0·35	...	184·50	168·03	...	...	257·89	88·09	1,790·89	1,299·04	8
154·59	129·81	1,113·69	386·56	44·69	12·55	0·35	...	68·36	9·91	...	...	165·92	143·63	1,542·60	682·46	8
85·97	83·66	360·82	279·36	0·05	9·75	...	...	2·37	27·73	...	...	9·07	17·71	458·28	418·21	10
103·33	80·23	122·03	174·11	15·09	2·35	...	...	24·90	39·10	...	...	20·20	71·08	286·05	366·87	1
21·16	18·62	78·59	235·14	41·27	14·84	...	...	24·83	14·24	...	...	15·88	27·68	182·33	310·52	1
83·14	87·77	235·89	160·31	40·62	—*131·52*	...	...	5·12	23·90	...	...	8·55	8·22	378·32	148·68	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	1315		1325		1335	
				TABLE A.—					
				PER MILE					
Main head.	Sub-head.			General Superintendence (including office expenses). Rs.		Maintenance and renewal of permanent-way. Rs.		Repairs of bridges, etc. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		154·67	152·89	238·87	255·89	122·09	66·12
2	(a) and (c) to (f)	Bombay, Baroda and Central India		145·51	157·97	438·35	694·46	305·98	335·89
3	(a)	Eastern Bengal		167·14	228·24	272·55	584·24	230·83	571·06
4	(a) to (d)	East Indian		147·63	141·29	531·70	474·37	137·90	104·23
5	(a) to (f)	Great Indian Peninsula		145·92	150·32	453·34	719·75	156·93	186·91
6	(a) and (b)	Madras and Southern Mahratta		168·02	168·67	395·39	496·01	119·68	127·62
7	(a) and (b)	Nizam's Guaranteed State		185·86	187·53	440·66	892·95	64·71	25·48
8	(a) to (j)	North Western		133·09	126·93	361·52	401·80	191·55	82·07
9	(a) and (b)	Oudh and Rohilkhand		130·01	137·28	373·70	296·88	34·81	39·74
10	(a)	South Indian		126·77	118·23	403·34	294·07	33·86	153·33
		3′ 3½″ GAUGE.							
11	(a)	Assam-Bengal		142·32	129·80	441·37	441·69	107·85	76·12
12	(a) and (b)	Bengal and North-Western		80·26	81·97	239·74	140·48	118·26	—14·31
14	(a) and (b)	Bhavnagar		29·15	38·86	288·50	312·68	6·82	9·77
2	(b) and (g) to (l)	Bombay, Baroda and Central India		86·09	87·95	289·84	423·90	21·77	—37·23
15	(a) to (c)	Burma		144·71	134·14	420·35	387·20	202·61	73·24
3	(b) to (d)	Eastern Bengal		126·93	98·52	239·06	201·72	206·31	44·96
17	(a) and (b)	Gondal-Porbandar		32·21	44·97	136·67	140·66	3·47	2·68
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		138·80	138·32	707·09	457·03	55·62	23·11
18	(a)	Jamnagar		55·08	35·69	178·17	217·88	3·79	6·03
19	(a) to (e)	Jodhpur-Bikaner		21·09	22·03	280·45	232·03	6·05	3·51
20	(a)	Junagad		43·91	49·38	263·26	192·48	4·14	11·43
6	(c) to (l)	Madras and Southern Mahratta		77·17	73·69	304·73	316·52	50·07	51·63
10	(c)	Nilgiri		216·95	199·16	519·01	376·00	102·18	133·69
22	(a) and (b)	Rohilkund and Kumaon		72·22	81·75	166·69	166·27	46·25	30·62
10	(f)	Shoranur-Cochin		...	...	...	Included with the		
10	(b), (d), (e) and (g) to (i)	South Indian		163·04	149·71	275·65	614·67	133·30	179·21
23	(a)	Udaipur-Chitorgarh		32·73	34·41	148·65	278·68	1·57	12·14
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		91·18	105·85	146·95	141·29	13·57	42·33
8	(k)	Kalka-Simla		319·94	269·91	444·57	460·21	420·22	186·57
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai		142·33	119·36	1,024·53	355·42	41·14	11·54
10	(j)	Morappur-Dharmapuri		76·59	74·53	321·44	248·87	0·05	8·69
1	(g)	Purulia-Ranchi		93·63	72·37	110·06	157·06	13·61	2·12
1	(h)	Raipur-Dhamtari		19·94	17·54	74·04	221·53	39·44	13·93
10	(k)	Tirupattur-Krishnagiri		75·63	79·84	214·59	145·84	36·95	—119·64

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

134		135		135A*b*		136*b*		137*b*		131*c*		132*c*		
MAINTENANCE OF WAY, WORKS AND STATIONS—*contd.*														NUMBER.
OF TRACK, INCLUDING SIDINGS.										PER TOTAL TRAIN-MILE.				
Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Main head.
Rs.		Rs.		Rs.		Rs.		Rs.		As.		As.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	127·99	126·02	...	...	38·96	61·70	682·58	662·62	1·39	1·31	2·14	2·20	1
...	...	123·00	93·99	0·37	0·43	34·15	—111·41	1,047·36	1,171·33	1·12	1·32	3·37	5·80	2
...	0·27	312·98	504·56	...	...	189·68	155 81	1,173·13	2,044·18	1·16	1·45	1·89	3·71	3
...	...	162·50	194·83	...	...	101·10	102·96	1,080·83	1017·78	0·88	0·83	3·16	2·80	4
...	...	169·35	261·07	...	...	72·52	72·10	998·06	1,390·15	0·95	0·95	2·95	4·56	5
...	...	161·24	171·93	...	...	45·38	49·03	889·11	1,013·26	1·52	1·54	3·56	4·58	6
...	...	39·44	47·18	...	...	70·24	82·27	890·91	1,235·41	1·59	1·72	3·76	3·17	7
20·74	3·69	138·46	131·33	...	...	127·90	62·57	972·66	828·39	1·20	1·23	3·25	3·91	8
7·62	0·27	70·38	72·66	...	...	74·73	70·15	691·24	617·18	1·32	1·43	3·79	3·10	9
...	...	33·17	63·64	...	...	16·59	25·28	618·73	653·15	1·04	0 96	3·34	2·39	10
...	...	121·29	85·38	...	...	49·70	49·60	862·53	755·39	2·21	1·98	6·83	6·23	11
0·08	...	39·30	29·53	...	...	99·33	—26·76	577·07	212·39	0 94	1·01	2 80	1·74	12
...	1·48	15·03	20·12	...	...	46·45	22·66	385·95	404·09	0·37	0·63	3·67	5·11	14
...	...	66·80	65·91	...	...	39·49	53·68	503·99	594·16	0·70	0·82	2·38	3·95	2
...	...	277·31	106·99	...	...	66·13	64·36	1,111·11	765·93	1·41	1·53	4·10	4·41	15
8·82	...	116·87	115·54	...	...	107·17	65·81	855·16	530·95	1·29	0·96	2·96	2·00	3
...	...	9·80	11·93	...	...	12·51	11·62	194·66	211·86	0·50	0 85	2·14	2 66	17
...	6·40	40·63	47·16	...	...	82·83	71·41	1,024·88	737·03	1·38	1·66	7·01	5·49	7
...	...	25·34	11·02	...	...	8·27	11·52	265 65	252·14	1·22	0·89	4·33	5·43	18
...	...	12·87	14·27	...	...	30·57	19·67	351·03	291·56	0 38	0·36	5 02	3·75	19
...	...	13·58	12·14	...	...	15·05	38·05	339·92	303·48	0·83	1·21	4·96	4·72	20
...	...	48 86	35·05	...	...	37·98	28·73	518·81	505 62	0·88	0·89	3·48	3·81	6
...	...	100·30	188·05	...	...	48·48	40 95	986·92	937·85	2·35	2·20	5·61	4·16	10
...	0·22	28·38	33·00	...	...	18 84	25·08	332·38	336·94	1·28	1·46	2·96	2·96	22
South Indian railway, 3' 3½" gauge.						...	...	...	...	...	...	...	...	10
...	...	77·80	80·83	...	...	58·40	58·72	703·19	1,083·14	1·12	1·03	1·89	4·23	10
...	...	15·94	12·51	...	...	10·06	11·45	206·95	349·19	0 73	0·75	3·34	6·04	23
...	...	24·23	22·46	...	...	6 23	27·86	282 16	340·29	2·42	2·51	3·90	3·36	1
0·31	...	162·18	146·99	...	...	226·63	72·68	1,573·80	1,136·36	2·30	1·95	3·89	3·33	8
0·32	...	58·34	9·11	...	...	152·76	132·06	1,419·42	627·49	1·60	1·54	11·52	4·60	8
...	...	2 11	24·70	...	...	8·08	15·78	408·27	372·57	1·23	1·14	5·15	3·79	10
...	...	22·46	35·27	...	...	18·22	64·12	258·00	330·94	1·64	1·10	1·93	2·10	1
...	...	23·39	13·42	...	...	14·96	26·07	171·77	292·54	0·55	0·55	2·04	6·94	1
...	...	4·66	21·74	...	...	7·77	7·47	339·60	135·25	1·60	1·86	4·54	3·40	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	133c		134c		135 c	
				TABLE A.—MAINTENANCE OF					
				PER TOTAL					
Main head.	Sub-head.			Repairs of bridges, etc.		Conservancy of rivers.		Repairs of stations and buildings.	
				As.		As.		As.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5' 6" GAUGE.							
1	(a)	Bengal-Nagpur		1·09	0·57	...	...	1·15	1·08
2	(a) and (c) to (f)	Bombay, Baroda and Central India		2·35	2·80	...	...	0·95	0·78
3	(a)	Eastern Bengal		1·60	3·62	...	...	2·17	3·19
4	(a) to (d)	East Indian		0·82	0·62	...	...	0·96	1·15
5	(a) to (f)	Great Indian Peninsula		1·02	1·18	...	...	1·11	1·65
6	(a) and (b)	Madras and Southern Mahratta		1·07	1·17	...	...	1·45	1·57
7	(a) and (b)	Nizam's Guaranteed State		0·55	0·23	...	...	0·34	0·43
8	(a) to (f)	North Western		1·72	0·80	0·19	0·04	1·25	1·28
9	(a) and (b)	Oudh and Rohilkhand		0·35	0·42	0·08	...	0·71	0·76
10	(a)	South Indian		0·28	1·24	...	...	0·32	0·51
		3' 3⅜" GAUGE.							
11	(a)	Assam-Bengal		1·67	1·16	...	...	1·87	1·31
12	(a) and (b)	Bengal and North-Western		1·39	—0·16	...	0·02	0·48	0·37
14	(a) and (b)	Bhavnagar		0·09	0·16	...	...	0·19	0·33
2	(b) and (g) to (l)	Bombay, Baroda and Central India		0·18	—0·35	...	...	0·55	0·62
15	(a) to (c)	Burma		1·97	0·84	...	...	2·70	1·22
3	(b) to (d)	Eastern Bengal		2·11	0·44	0·09	0·06	1·20	1·14
17	(a) and (b)	Gondal-Porbandar		0·05	0·05	...	...	0·15	0·22
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		0·55	0·23	...	...	0·41	0·57
13	(a)	Jamnagar		0·09	0·15	...	...	0·62	0·27
19	(a) to (e)	Jodhpur-Bikaner		0·11	0·06	...	...	0·28	0·23
20	(a)	Junagad		0·08	0·28	...	...	0·26	0·30
6	(c) to (l)	Madras and Southern Mahratta		0·57	0·62	...	...	0·56	0·43
10	(c)	Nilgiri		1·10	1·48	...	...	1·08	2·08
22	(a) and (b)	Rohilkund and Kumaon		0·82	0·55	...	...	0·50	0·59
10	(f)	Shoranur-Cochin		...	...	...	Included	with the	South
10	(b), (d), (e) and (g) to (i)	South Indian		0·92	1·23	...	...	0·53	0·56
23	(a)	Udaipur-Chitorgarh		0·04	0·26	...	...	0·36	0·27
		2' 6" GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·36	1·02	...	...	0·64	0·53
8	(k)	Kalka-Simla		3·68	1·35	...	...	1·42	1·06
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai		0·46	0·15	...	...	0·65	0·12
10	(f)	Morappur-Dharmapuri		...	0·13	...	...	0·04	0·08
1	(g)	Purulia-Ranchi		0·24	0·03	...	...	0·40	0·54
1	(h)	Raipur-Dhamtari		1·09	0·44	...	...	0·65	0·42
10	(i)	Tirupattur-Krishnagiri		0·79	—0·79	...	...	0·10	0·51

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

135 A *c*		136 *c*		137 *c*		131 *d*		132 *d*		133 *d*		134 *d*		Number.
WAY, WORKS AND STATIONS—*contd.*														
TRAIN-MILE.—*concld.*						PER 1,000 GROSS TON-MILES.								
Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		General superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Repairs of bridges, etc.		Conservancy of rivers.		Main head.
As.		As.		As.		Rs.		Rs.		Rs.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	0·35	0·53	6·12	5·69	0·19	0·18	0 28	0·31	0·15	0·08	...	...	1
0·01	...	0·26	—*0·93*	8·06	2·77	0·15	0·19	0·47	0·82	0·32	0·40	...	...	2
...	...	1·31	0·98	8·13	12·95	0·20	0·22	0·83	0·58	0·28	0·56	...	...	3
...	...	0·60	0·61	6·42	6·01	0·10	0·09	0·35	0·31	0 09	0·07	...	...	
...	...	0·47	0·46	6·50	8·80	0·15	0·15	0·45	0·71	0·16	0·19	...	...	4
...	...	0·41	0·45	8·01	9·26	0·23	0·24	0·55	0·70	0·16	0·18	...	...	5
														6
...	...	0·60	0·75	6·24	11·20	0·28	0·30	0·66	1·45	0·10	0·04	...	...	7
...	...	1·14	0·80	8·75	8·06	0·16	0·17	0·44	0·54	0·24	0·11	0·03	0·01	8
...	...	0·76	0·73	7·01	6·44	0 22	0·27	0·63	0·58	0·06	0·07	0·01	...	9
...	...	0·14	0·19	5 12	5·29	0·22	0·21	0·72	0 51	0·06	0·27	...	...	10
...	...	0·76	0·75	13·24	11·33	0·61	0·48	1·90	1·55	0·46	0·29	...	...	11
...	...	1·16	—*0·33*	6·77	2·63	0·22	0·26	0 66	0·43	0·33	—*0·04*	...	...	12
...	...	0·59	0·37	4·91	6·60	0·13	0·24	1·33	1·96	0·03	0·06	...	...	14
		0·33	0·50	4·14	5·54	0·17	0·21	0·58	1·00	0·04	—*0·09*	...	...	2
...	...	0·64	0·73	10·82	8·73	0·35	0·40	1·01	1·14	0·49	0·22	...	...	15
...	...	1·11	0·64	8 76	5·24	0·32	0·24	0·73	0·50	0·52	0·11	0·02	0·02	3
...	...	0·29	0·22	3·04	4·00	0·19	0 34	0·88	1·06	0·02	0·02	...	...	17
...	...													
...	...	0·83	0·86	10·18	8·86	0·43	0·55	2·18	1·81	0·17	0·09	...	...	7
...	...	0·19	0·29	6·45	7·03	0·51	0·42	1·81	2 56	0·04	0·07	...	...	18
		0·55	0·31	6·39	4·71	0·10	0·10	1·34	1·04	0·03	0·01	...	...	19
...	...	0·28	0·94	6·41	7·45	0·27	0·41	1·63	1·62	0·03	0·10	...	...	20
...	...	0·43	0·34	5·92	6·09	0·26	0·27	1·04	1·18	0·17	0·19	...	...	6
...	...	0·52	0·46	10·66	10·38	1·33	1·66	4·38	3·14	0·86	1·12	...	...	10
...	...	0·33	0·45	5·89	6·01	0·32	0·40	0·73	0·82	0·20	0·15	...	...	22
Indian	Railway,	3'3½"	gauge.	...	...	...	...	...	...	...	...	...	...	10
...	...	0·40	0·40	4·86	7·45	0·33	0·30	0·56	1·24	0·27	0·36	...	...	10
...	...	0·23	0·25	4·70	7·57	0·28	0·29	1·27	2·38	0·02	0·10	...	...	23
...	...	0·16	0·66	7·48	8·08	0·69	0·73	1·12	0·98	0·10	0·30	...	...	1
...	...	1·98	0·52	13·77	8·21	2 09	1·26	2·90	2·15	2·74	0·87	...	...	2
...	...	1·72	1·71	15·95	8·12	1·62	1·44	11·67	4·28	0·47	0·14	...	...	3
...	...	0·13	0·24	6·55	5·68	0·32	0·30	3·43	2·68	...	0·09	...	...	10
...	...	0·32	0·98	4·53	5·05	0·49	0·38	0·57	0·81	0·07	0·01	...	...	1
...	...	0·41	0·82	4·74	9·17	0·28	0·33	1·03	4·09	0·55	0·26	...	...	1
...	...	0·16	0·17	7·19	3·15	1·05	1·21	2·99	2·21	0·51	—*1·81*	...	...	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	135 *d*		135A *d*		136 *d*	
				TABLE A.—MAINTENANCE OF WAY, WORKS					
				PER 1,000 GROSS TON					
Main head.	Sub-head.			Repairs of stations and buildings. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·15	0·15	...	...	0·05	0·08
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		0·13	0·11	...	...	0·04	*0·13*
3	(*a*)	Eastern Bengal		0·38	0·50	...	...	0·22	0·15
4	(*a*) to (*d*)	East Indian		0·11	0·13	...	...	0·07	0·07
5	(*a*) to (*f*)	Great Indian Peninsula		0·17	0·26	...	...	0·07	0·07
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·22	0·24	...	...	0·07	0·07
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·06	0·08	...	...	0·10	0·13
8	(*a*) to (*f*)	North Western		0·17	0·18	...	...	0·16	0·11
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·12	0·14	...	...	0·12	0·14
10	(*a*)	South Indian		0·07	0·11	...	...	0·03	0·04
		3′ 3¾″ GAUGE.							
11	(*a*)	Assam-Bengal		0·53	0·33	...	...	0·22	0·17
12	(*a*) and (*b*)	Bengal and North-Western		0·11	0·09	...	...	0·27	*0·09*
14	(*a*) and (*b*)	Bhavnagar		0·07	0·13	...	...	0·21	0·14
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		0·13	0·15	...	...	0·08	0·13
15	(*a*) to (*c*)	Burma		0·67	0·31	...	...	0·16	0·19
3	(*b*) to (*d*)	Eastern Bengal		0·29	0·29	...	...	0·27	0·17
17	(*a*) and (*b*)	Gondal-Porbandar		0·06	0·09	...	...	0·07	0·09
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·13	0·19	...	...	0·26	0·28
18	(*a*)	Jamnagar		0·26	0·13	...	...	0·08	0·14
19	(*a*) to (*e*)	Jodhpur-Bikaner		0·07	0·06	...	...	0·14	0·09
20	(*a*)	Junagad		0·09	0·10	...	...	0·09	0·32
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·17	0·13	...	...	0·14	0·10
10	(*c*)	Nilgiri		0·34	0·57	...	...	0·41	0·35
22	(*a*) and (*b*)	Rohilkund and Kumaon		0·12	0·16	...	...	0·09	0·12
10	(*f*)	Shoranur-Cochin		...	...	...	Included	with the	South
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·15	0·16	...	...	0·12	0·12
23	(*a*)	Udaipur-Chitorgarh		0·13	0·10	...	...	0·08	0·10
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·18	0·15	...	...	0·05	0·19
8	(*k*)	Kalka-Simla		1·05	0·69	...	...	1·48	0·34
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai		0·06	0·11	...	...	1·74	1·59
10	(*f*)	Morappur-Dharmapuri		0·02	0·27	...	...	0·09	0·17
1	(*g*)	Purulia-Ranchi		0·12	0·18	...	...	0·09	0·33
1	(*h*)	Raipur-Dhamtari		0·32	0·25	...	...	0·21	0·48
10	(*k*)	Tirupattur-Krishnagiri		0·06	0·33	...	...	0·11	0·11

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

137 *d*		138 *a*		139 *a*		139 A *a*		140 *a*		141 *a*		142 *a*		
AND STATIONS —*concld.*		TABLE B.—LOCOMOTIVE EXPENSES.												NUMBER.
MILES—*concld.*		PER TOTAL TRAIN-MILE.												
Total Maintenance, etc.		General superintendence (including office expenses).		Running expenses.		All charges connected with working of Rail Motors.		Fuel (average cost).		Water.		Oil, tallow and other stores.		Main head.
Rs.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·81	0·80	0·82	0·78	2·59	2·45	...	...	1·32	1·75	0·18	0·17	0·30	0·23	1
1·11	1·39	0·61	0·66	2·85	2·93	...	1·01	3·34	3·31	0·53	0·52	0 70	0·64	2
1·41	2·01	0·53	0·43	2·20	2·05	...	...	3·45	3·63	0·22	0·20	0·32	0·32	3
0·72	0·67	0·75	0·73	2·09	2·07	2·20	1·82	1·19	1·25	0·15	0·14	0·44	0·46	4
1·00	1·38	0·68	0·67	2·81	2·75	4·50	4·07	6 22	6·24	0·27	0·24	0·27	0·28	5
1·23	1·43	0·83	0·88	2·24	2·28	9·82	10·50	6·55	6·81	0·26	0·33	0·29	0·32	6
1·20	2·00	0·71	0·69	1·89	1 90	...	...	2·47	2·48	0·32	0 30	0·24	0·24	7
1·20	1·12	0·63	0·67	2·04	2·10	...	...	6·42	6·78	0·29	0·30	0 32	0·33	8
1·16	1·20	0·68	0·71	1·43	1·46	...	...	2·83	3·06	0·16	0·30	0·30	0·30	9
1·10	1·14	0 66	0·65	2·17	2·16	4·37	5·12	5 73	5·93	0·16	0·19	0·33	0·33	10
3·72	2·82	1·15	1·08	1·62	1·59	...	...	3·07	3·21	0·21	0·21	0·30	0·32	11
1·59	0·66	0·39	0·43	0·74	0·73	...	...	2·20	2·03	0·14	0·16	0·17	0 19	12
1·77	2·53	0·74	0 90	1·01	1·10	...	...	3·88	4·68	0·14	0·21	0·24	0·23	14
1·00	1·40	0·67	0·75	1·89	2·00	...	...	4·72	4·52	0 26	0·26	0·34	0·33	2
2·68	2·26	0·88	1·02	2·57	2·56	4·46	5 09	3·42	3·55	0·33	0·34	0·26	0·25	15
2·15	1·33	0·59	0·53	1·50	1·44	...	...	2·40	2·54	0·17	0·18	0·27	0·19	3
1·17	1·60	0·31	0 46	1·14	1·10	...	...	6 13	5·15	0·16	0·09	0 26	0·33	17
3·17	2·92	0·85	0·94	1·54	1·57	...	...	1·66	1·70	0·18	0·22	0·17	0·18	7
2·70	3·32	0·61	0 84	0·88	0·70	...	...	6 93	6·06	0·07	0·09	0 32	0·27	18
1 68	1·30	0·36	0·28	0·69	0·67	...	...	4·39	4·61	0·47	0·45	0·41	0·38	19
2·11	2·55	0·56	0·70	1·28	1·58	...	...	3·62	4·99	0·08	0·31	0·39	0·27	20
1·78	1·87	0·66	0 68	2·10	2 14	...	...	4·14	4·06	0·29	0·36	0·18	0·18	6
8·32	7·84	1·32	1·34	6·93	7·60	...	...	20·39	22·07	0·31	0·28	1 05	0·99	10
1·46	1·65	0·68	0·65	0·79	0·77	...	...	3·73	3·17	0·22	0·21	0·19	0·18	22
Indian	railway	3'3½"	gauge	...	...	...	...	...	...	...	...	...	...	10
1·43	2 18	0·60	0·56	1·98	1·93	...	...	4 20	4·59	0·19	0 21	0·29	0·27	10
1·78	2·97	0·96	0·91	0·44	0·50	...	...	3·44	3·50	0·22	0·28	0·35	0·33	23
2·14	2·35	0·98	0·87	1·18	1·16	...	...	2·54	2·72	0·29	0·28	0·18	0·13	1
10 26	5·31	1·30	1·06	4·01	3·33	...	...	5·26	5 39	0·43	0·12	0·41	0·27	8
16·16	7·56	0·43	0 36	1·17	1·23	...	...	2·01	1·90	0·46	0·63	0·21	0·20	8
4·36	4·00	0·09	0·10	1·04	1·20	...	...	3·79	3·58	0·75	0·71	0·17	0·16	10
1·34	1·71	1·04	0·88	1·51	1·37	...	...	1·16	1·62	0·36	0·40	0·31	0·22	1
2·39	5·41	0 60	0·63	1·32	1·24	...	...	1·08	1·17	0 37	0·34	0·26	0·31	1
4·72	2·05	0·13	0·13	0·85	0·86	...	...	4 36	4·16	0·82	1·07	0 17	0·17	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	143 *a*.		143A*a*.		143B*a*.	
				TABLE B.—					
				PER TOTAL					
Main head.	Sub-head.			Maintenance and renewal of locomotives. Annas.		Maintenance and renewal of motor cars. Annas.		Maintenance and renewal of machinery, tools and plant. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		2·61	1·91	...	...	0·19	0·23
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		2·00	2·63	...	...	0·23	0·25
3	(*a*)	Eastern Bengal		1·65	3·14	...	...	0·32	0·41
4	(*a*) to (*d*)	East Indian		2·27	1·90	2·49	0·62	0·23	0·24
5	(*a*) to (*f*)	Great Indian Peninsula		3·12	2·71	2·14	0·76	0·20	0·20
6	(*a*) and (*b*)	Madras and Southern Mahratta		4·38	4·15	1·57	5·79	0·54	0·50
7	(*a*) and (*b*)	Nizam's Guaranteed State		5·01	2·84	...	...	0·03	0·03
8	(*a*) to (*j*)	North Western		0·65	2·93	...	...	0·30	0·26
9	(*a*) and (*b*)	Oudh and Rohilkhand		1·48	2·21	...	...	0·21	0·26
10	(*a*)	South Indian		3·23	4·71	0·53	0·41	0·13	0·17
		3′ 3¾″ GAUGE.							
11	(*a*)	Assam-Bengal		1·93	1·86	...	...	0·03	0·01
12	(*a*) and (*b*)	Bengal and North-Western		1·09	1·16	...	...	0·04	0·05
14	(*a*) and (*b*)	Bhavnagar		0·19	0·20	...	...	0·14	0·19
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		2·80	2·92	...	...	0·31	0·33
15	(*a*) to (*c*)	Burma		1·46	2·31	0·26	0·43	0·17	0·15
3	(*b*) to (*d*)	Eastern Bengal		1·26	1·52	...	...	0·05	0·28
17	(*a*) and (*b*)	Gondal-Porbandar		0·88	0·84	...	...	...	0·02
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		2·78	1·13	...	...	0·02	0·03
18	(*a*)	Jamnagar		1·13	1·95	...	...	0·23	0·01
19	(*a*) to (*e*)	Jodhpur-Bikaner		1·31	1·17	...	...	0·16	0·15
20	(*a*)	Junagad		1·54	0·69	...	...	2·06	—1·45
6	(*c*) to (*l*)	Madras and Southern Mahratta		2·49	1·69	...	...	0·26	0·28
10	(*c*)	Nilgiri		7·44	8·58	...	...	0·09	0·18
22	(*a*) and (*b*)	Rohilkund and Kumaon		1·47	1·38	...	...	0·20	0·20
10	(*f*)	Shoranur-Cochin		Included		with	the	South	
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		1·81	1·99	...	...	0·14	0·16
23	(*a*)	Udaipur-Chitorgarh		1·96	1·84	...	...	0·20	0·28
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2·16	2·00	...	...	0·13	0·04
8	(*k*)	Kalka-Simla		3·76	2·98	...	...	0·23	0·21
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai		0·88	1·09	...	...	0·13	0·11
10	(*f*)	Morappur-Dharmapuri		0·61	2·21	...	...	0·03	0·04
1	(*g*)	Purulia-Ranchi		1·39	0·72	...	...	0·01	...
1	(*h*)	Raipur-Dhamtari		1·18	1·81	...	...	0·03	...
10	(*k*)	Tirupattur-Krishnagiri		2·65	1·90	...	...	0·03	0·03

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

143 Ca.	144 *a.*	145 *a.*	138 *b.*	139 *b.*	139A *b.*	140 *b.*	
LOCOMOTIVE EXPENSES—*contd.*							NUMBER.
TRAIN-MILE—*concld.*			PER ENGINE MILE.				
Electricity and repairs and renewals of electric plant.	Other charges (net).	Total locomotive expenses.	General Superintendence (including office expenses).	Running expenses.	All charges connected with the working of Rail Motors.	Fuel (average cost).	Main head.
Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
... ...	1·75 1·84	9·76 9·36	0·66 0·64	2·10 2·01	... ...	1·06 1·44	1
... ...	1·76 1·77	17·02 *17·74	0·50 0·55	2·35 2·50	... 0·01	6·85 7·01	2
... ...	0·40 0·55	9·09 10·73	0·36 0·29	1·50 1·38	... ...	2·36 2·45	3
... ...	1·17 1·13	*8·29 *7·92	0·56 0·55	1·57 1·56	1·93 1·74	0·90 0·94	4
... ...	1·54 1·73	*15·11 *14·81	0·58 0·57	2·37 2·35	4·48 4·97	5·24 5·32	5
... ...	1·37 0·97	*16·46 *16·24	0·68 0·73	1·85 1·89	9·82 10·50	5·41 5·65	6
... ...	0·49 0·51	11·16 8·99	0·62 0·60	1·66 1·65	... ...	2·17 2·15	7
... ...	1·73 2·03	12·39 15·40	0·51 0·54	1·65 1·68	8·71 11·29	5·19 5·43	8
... ...	1·37 1·39	8·46 9·56	0·58 0·61	1·24 1·26	... ...	2·44 2·65	9
... ...	0·35 0·54	*12·75 *14·68	0·59 0·57	1·94 1·92	4·37 5·12	5·11 5·27	10
... ...	1·41 0·88	9·72 9·11	0·92 0·87	1·33 1·28	... ...	2·51 2·59	11
... ...	0·89 0·99	5·66 5·74	0·32 0·36	0·61 0·61	... ...	1·83 1·68	12
... ...	1·39 0·88	7·73 8·39	0·62 0·79	0·85 0·96	... ...	3·29 4·11	14
... ...	0·65 1·00	11·64 12·11	0·58 0·65	1·65 1·75	... ...	4·11 3·95	2
... ...	0·66 0·91	*9·75 11·09	0·71 0·84	2·05 2·11	4·46 5·09	2·73 2·92	15
... ...	1·46 2·98	7·70 9·66	0·46 0·42	1·17 1·13	... ...	1·88 1·98	2
... ...	0·32 1·35	8·70 9·34	0·28 0·42	1·03 1·00	... ...	5·54 4·72	17
... ...	0·81 1·02	8·01 6·79	0·74 0·88	1·34 1·28	... ...	1·45 1·50	7
... ...	... 0·02	10·23 9·94	0·52 0·75	0·74 0·62	... ...	5·92 5·40	18
... ...	0·65 0·72	8·44 8·43	0·32 0·27	0·63 0·61	... ...	4·01 4·22	19
... ...	0·45 ...	9·98 7·09	0·47 0·60	1·07 1·35	... ...	3·04 4·27	20
... ...	0·80 0·86	10·92 10·25	0·57 0·59	1 81 1 85	... ...	3·56 3·51	6
... ...	1·02 1·96	38·55 43·00	1·16 1·18	6·08 6·65	... ...	17·90 19·32	10
... ...	0·33 0·15	7·61 6·71	0·50 0·50	0·58 0·59	... ...	2·78 2·44	22
Indian railway	3′3″ gauge.	... ...	... ...	... ...	... ...	... ...	10
... ...	0·27 0·34	9·48 10·05	0·54 0·50	1·75 1·72	... ...	3·72 4·07	10
... ...	0·01 ...	7·58 7·64	0·89 0·85	0·41 0·47	... ...	3·21 3·23	23
... ...	1·53 1·82	8·99 9·02	0·77 0·70	0·93 0·93	... ...	1·99 2·18	1
... ...	0·87 0·43	16·27 13·79	1·06 0·85	3·28 2·68	3·48 6·68	4·30 4·33	3
... ...	0·98 1·00	6·27 6·51	0·39 0·32	1 06 1·07	... ...	1·82 1·66	8
... ...	... ...	6·48 8·00	0·09 0·10	1·04 1·19	... ...	3·79 3·57	10
... ...	0·12 0·46	5·90 5·67	0·88 0·71	1·21 1·09	... ...	0·93 1·30	1
... ...	1·94 0·77	6·78 6·27	0·48 0·56	1·05 1·10	... ...	0·86 1·04	1
... ...	... ...	9·01 8·32	0·13 0·13	0·85 0·86	... ...	4·36 4·15	10

* Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	141 *b*.		142 *b*.		143 *b*.	
				TABLE B.—					
				PER ENGINE					
Main head.	Sub-head.			Water. Annas.		Oil, tallow and other stores. Annas.		Maintenance and renewal of locomotives. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·14	0·14	0·24	0·18	2·11	1·56
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		0·44	0·44	0·57	0·54	1·64	2·22
3	(*a*)	Eastern Bengal		0·15	0·14	0·22	0·21	1·13	2·11
4	(*a*) to (*d*)	East Indian		0·11	0·10	0·33	0·34	1·72	1·43
5	(*a*) to (*f*)	Great Indian Peninsula		0·23	0·20	0·32	0·24	2·63	2·31
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·32	0·27	0·24	0·25	3·63	3·44
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·28	0·26	0·21	0·21	4·40	2·47
8	(*a*) to (*f*)	North Western		0·23	0·24	0·27	0·26	0·52	2·35
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·13	0·14	0·26	0·26	1·27	1·61
10	(*a*)	South Indian		0·14	0·17	0·29	0·30	2·88	4·18
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		0·18	0·17	0·25	0·26	1·58	1·50
12	(*a*) and (*b*)	Bengal and North-Western		0·12	0·13	0·14	0·15	0·91	0·97
14	(*a*) and (*b*)	Bhavnagar		0·12	0·16	0·20	0·20	0·16	0·17
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		0·23	0·22	0·29	0·29	2·14	2·55
15	(*a*) to (*c*)	Burma		0·26	0·28	0·21	0·20	1·16	1·90
3	(*b*) to (*d*)	Eastern Bengal		0·13	0·14	0·21	0·15	0·98	1·18
17	(*a*) and (*b*)	Gondal-Porbandar		0·15	0·09	0·24	0·30	0·34	0·77
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·16	0·19	0·15	0·16	2·43	0·99
18	(*a*)	Jamnagar		0·06	0·08	0·27	0·23	0·96	1·74
19	(*a*) to (*e*)	Jodhpur-Bikaner		0·43	0·41	0·37	0·35	1·20	1·07
20	(*a*)	Junagad		0·07	0·26	0·38	0·23	1·29	0·59
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·25	0·31	0·16	0·16	2·14	1·46
10	(*c*)	Nilgiri		0·27	0·25	0·92	0·87	6·54	7·51
22	(*a*) and (*b*)	Rohilkund and Kumaon		0·16	0·16	0·14	0·14	1·10	1·06
10	(*f*)	Shoranur-Cochin		...	...	Included with the South			
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·17	0·19	0·25	0·23	1·60	1·77
23	(*a*)	Udaipur-Chitorgarh		0·21	0·26	0·33	0·30	1·84	1·73
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		0·23	0·22	0·14	0·11	1·70	1·60
8	(*k*)	Kalka-Simla		0·35	0·10	0·33	0·22	3·07	2·39
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Dargai		0·41	0·54	0·19	0·18	0·79	0·95
10	(*f*)	Morappur-Dharmapuri		0·75	0·71	0·17	0·16	0·61	2·21
1	(*g*)	Purulia-Ranchi		0·29	0·32	0·25	0·18	1·12	0·58
1	(*h*)	Raipur-Dhamtari		0·29	0·31	0·21	0·27	0·94	1·60
10	(*k*)	Tirupattur-Krishnagiri		0·82	1·06	0·17	0·17	2·65	1·60

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

143-A *b.*	143-B *b.*	143-C *b.*	144 *b.*	145 *b.*	138 *c.*	139 *c.*	
LOCOMOTIVE EXPENSES—*contd.*							NUMBER.
MILE—*concld.*					PER 1,000 GROSS TON-MILES.		

Maintenance and renewal of motor cars. Annas.		Maintenance and renewal of machinery, tools and plant. Annas.		Electricity and repairs and renewals of electric plant. Annas.		Other charges (net). Annas.		Total Locomotive expenses. Annas.		General Superintendence (including office expenses). Rs.		Running expenses. Rs.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	0·16	0·19	...	...	1·42	1·51	7·89	7·67	0·11	0·11	0·34	0·34	1
...	...	0·19	0·21	...	...	1·44	1·49	15·98	*14·96	0·08	0·09	0·39	0·42	2
...	...	0·22	0·28	...	...	0·27	0·37	6·20	7·23	0·09	0·07	0·38	0·32	3
2·19	0·59	0·17	0·19	...	...	0·89	0·84	*6·25	5·95	0·08	0·08	0·23	0·22	4
2·13	0·76	0·17	0·17	...	...	1·30	1·47	*12·74	*12·63	0·11	0·11	0·43	0·43	5
1·57	5·79	0·45	0·42	...	...	1·13	0·81	*13·61	*13·46	0·13	0·14	0·34	0·35	6
...	...	0·03	0·03	...	...	0·43	0·44	9·80	7·81	0·12	0·12	0·33	0·34	7
4·23	2·29	0·25	0·21	...	...	1·40	1·62	*10·02	*12·33	0·09	0·10	0·28	0·29	8
...	...	0·18	0·23	...	...	1·19	1·21	7·29	8·27	0·11	0·13	0·24	0·27	9
0·53	0·41	0·11	0·15	...	...	0·31	0·48	*11·37	*13·04	0·14	0·14	0·46	0·46	10
...	...	0·03	...	...	..	1·15	0·67	7·95	7·34	0·33	0·26	0·47	0·39	11
...	...	0·04	0·04	...	...	0·74	0·83	4·71	4·77	0·10	0·11	0·18	0·19	12
...	...	0·12	0·17	...	...	1·18	0·77	6·54	7·35	0·27	0·35	0·36	0·42	14
...	...	0·27	0·29	...	...	0·56	0·88	10·13	10·58	0·16	0·19	0·46	0·50	2
0·26	0·43	0·14	0·13	...	...	0·52	0·75	7·78	9·13	0·22	0·26	0·63	0·66	15
...	...	0·04	0·22	...	...	1·14	2·32	6·01	7·54	0·14	0·14	0·37	0·37	3
...	...	...	0·02	...	...	0·29	1·24	7·87	8·56	0·13	0·20	0·48	0·48	17
...	...	0·02	0·03	...	...	0·70	0·90	6·99	5·98	0·26	0·31	0·48	0·52	7
...	...	0·19	0·01	...	...	...	0·02	8·66	8·85	0·26	0·40	0·37	0·33	18
...	...	0·15	0·13	...	...	0·59	0·66	7·70	7·72	0·09	0·07	0·19	0·19	19
...	...	1·73	—1·24	...	...	0·38	...	8·38	6·06	0·19	0·24	0·42	0·54	20
...	...	0·23	0·25	...	...	0·69	0·74	9·41	8·87	0·20	0·21	0·63	0·66	6
...	...	0·08	0·15	...	...	0·90	1·72	33·85	37·65	1·03	1·02	5·40	5·73	10
...	...	0·16	0·16	...	...	0·26	0·12	5·68	5·17	0·16	0·17	0·20	0·21	22
Indian	railway	3' 3½" gauge.		...	...	...	...	...	...	...	...	...	...	10
...	...	0·12	0·14	...	...	0·24	0·30	8·39	8·92	0·18	0·16	0·38	0·37	10
...	...	0·19	0·26	...	...	0·01	...	7·09	7·15	0·37	0·36	0·17	0·19	23
...	...	0·10	0·03	...	...	1·20	1·45	7·05	7·22	0·28	0·25	0·34	0·34	1
10·99	7·78	0·19	0·17	...	...	0·71	0·35	*13·29	*11·09	0·97	0·68	2·99	2·15	8
...	...	0·12	0·10	...	...	0·39	0·37	5·67	5·69	0·44	0·34	1·18	1·15	8
...	...	0·03	0·04	...	...	...	...	6·43	7·98	0·06	0·07	0·69	0·65	10
...	...	0·01	...	...	...	0·09	0·36	4·73	4·54	0·21	0·30	0·45	0·46	1
...	...	0·02	...	...	...	1·54	0·68	5·39	5·56	0·30	0·37	0·67	0·73	1
...	...	0·03	0·03	...	...	...	...	9·01	8·30	0·09	0·08	0·56	0·56	10

* Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	139-Ac.		140c.		141c.	
				TABLE B—					
				PER 1,000 GROSS					
Main head.	Sub-head.			All charges connected with the working of Rail Motors. Rs.		Fuel. (average cost). Rs.		Water. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5' 6" GAUGE.							
1	(a)	Bengal-Nagpur		...	...	0·17	0·25	0·02	0·02
2	(a) and (c) to (f)	Bombay, Baroda and Central India		...	...	1·15	1·19	0·08	0·07
3	(a)	Eastern Bengal		...	...	0·60	0·56	0·04	0·03
4	(a) to (d)	East Indian		2·98	2·52	0·13	0·14	0·02	0·02
5	(a) to (f)	Great Indian Peninsula		3·71	3·39	0·95	0·98	0·04	0·04
6	(a) and (b)	Madras and Southern Mahratta		6·43	6·89	1·00	1·05	0·04	0·05
7	(a) and (b)	Nizam's Guaranteed State		...	...	0·43	0·44	0·06	0·05
8	(a) to (j)	North Western		...	...	0·88	0·94	0·04	0·04
9	(a) and (b)	Oudh and Rohilkhand		...	...	0·47	0·57	0·02	0·03
10	(a)	South Indian		4·00	4·56	1·22	1·27	0·03	0·04
		3' 3¾" GAUGE.							
11	(a)	Assam-Bengal		...	...	0·81	0·79	0·06	0·05
12	(a) and (b)	Bengal and North-Western		...	...	0·52	0·53	0·03	0·04
14	(a) and (b)	Bhavnagar		...	...	1·40	1·79	0·05	0·08
2	(b) and (g) to (l)	Bombay, Baroda and Central India		...	...	1·14	1·14	0·06	0·07
15	(a) to (c)	Burma		6·65	7·33	0·84	0·91	0·08	0·09
3	(b) to (d)	Eastern Bengal		...	...	0·60	0·65	0·04	0·04
17	(a) and (b)	Gondal-Porbandar		...	...	2·59	2·25	0·07	0·04
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		...	...	0·52	0·56	0·06	0·07
18	(a)	Jamnagar		...	...	2·93	2·86	0·03	0·04
19	(a) to (e)	Jodhpur-Bikaner		...	...	1·17	1·27	0·13	0·12
20	(a)	Junagad		...	...	1·19	1·71	0·03	0·10
6	(c) to (l)	Madras and Southern Mahratta		...	...	1·24	1·25	0·09	0·11
10	(c)	Nilgiri		...	...	15·91	16·66	0·24	0·21
22	(a) and (b)	Rohilkund and Kumaon		...	...	0·93	0·87	0·05	0·06
10	(f)	Shoranur-Cochin			...	...	Included with	0·06	the 0·06
10	(b), (d), (e) and (g) to (i)	South Indian		...	...	1·24	1·34	0·09	0·11
23	(a)	Udaipur-Chitorgarh		...	...	1·31	1·38		
		2' 6" GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		...	...	0·72	0·79	0·08	0·08
8	(k)	Kalka-Simla		...	...	3·92	3·48	0·32	0·08
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai		...	...	2·03	1·76	0·46	0·57
10	(f)	Morappur-Dharmapuri		...	...	2·52	2·53	0·50	0·50
1	(g)	Purulia-Ranchi		...	...	0·84	0·55	0·11	0·13
1	(h)	Raipur-Dhamtari		...	...	0·54	0·69	0·19	0·20
10	(k)	Tirupattur-Krishnagiri		...	...	2·86	2·70	0·54	0·69

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

142 *c.*	143 *c.*	143 A *c.*	143 B *c.*	143 C *c.*	144 *c.*	145 *c.*	
LOCOMOTIVE EXPENSES—*concld.*							NUMBER.
TON-MILES—*concld.*							

Oil, tallow and other stores.		Maintenance and renewal of locomotives.		Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.		Main head.
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·04	0·03	0·34	0·27	...	...	0·03	0·03	...	...	0·23	0·26	1·28	1·31	1
0·10	0·09	0·27	0·37	...	...	0·03	0·04	...	...	0·24	0·25	2·34	2 52	2
0·06	0·05	0·28	0·49	...	...	0·06	0·06	...	...	0·07	0·09	1·58	1·67	3
0·05	0·06	0·25	0·21	3 38	0·85	0·03	0·03	...	...	0·18	0·12	* 0·92	*0·88	4
0·04	0·04	0·48	0·42	1·77	0·63	0·03	0·03	...	...	0·24	0·27	* 2·32	*2·32	5
0·04	0·04	0·67	0·64	1·03	3·80	0·09	0·08	...	...	0·21	0·15	* 2·52	*2 50	6
0·04	0·04	0·38	0·50	...	...	0·01	0·01	...	...	0·09	0·09	1·96	1·59	7
0·04	0·05	0·09	0·41	...	...	0·04	0·04	...	...	0·24	0·28	1·70	2·15	8
0·05	0·06	0·24	0·41	...	...	0·04	0·05	...	...	0 28	0·27	1·40	1·79	9
0·07	0·07	0·69	1·01	0·48	0·36	0·03	0·04	...	...	0·08	0·11	* 2·72	*3·14	10
0·08	0·08	0·54	0·45	...	...	0·02	...	...	...	0·40	0·20	2·71	2·22	11
0·04	0·05	0·26	0·30	...	...	0·01	0·01	...	...	0·21	0·25	1·35	1·47	12
0·09	0·09	0·07	0·08	...	...	0·05	0·07	...	...	0·50	0·34	2·79	3·22	14
0·06	0·08	0·68	0·74	...	...	0·08	0·09	...	...	0·16	0·25	2·82	3·06	2
0·07	0·06	0·36	0·59	0·39	0·62	0·04	0·04	...	...	0·16	0·24	* 2·40	2·85	15
0·06	0·05	0·31	0·33	...	...	0·01	0·07	...	...	0·36	0·75	1·89	2·45	3
0·11	0·14	0·16	0·37	...	...	0·01	0·01	...	...	0·13	0·59	3·68	4·08	17
0·05	0·06	0·87	0·37	...	...	0·01	0·01	...	...	0·25	0·34	2·50	2·24	7
0·13	0·12	0·47	0·22	...	...	0·10	...	...	...	...	0·01	4·29	4·63	18
0·11	0·11	0·35	0·33	...	...	0·04	0·04	...	...	0·17	0·20	2·25	2·33	19
0·13	0·09	0·50	0·23	...	...	0·68	—*0·50*	...	...	0·15	...	3·29	2·41	20
0·05	0·06	0·75	0·52	...	...	0·08	0·09	...	...	0·24	0·26	3·28	3·16	6
0·82	0·75	5·81	6·47	...	...	0·07	0·13	...	...	0·80	1·48	30·03	32·45	10
0·05	0·05	0·36	0·38	...	...	0·05	0·06	...	...	0·09	0·04	1·89	1·84	22
South	Indian	Railway	3' 3⅜"	gauge.	...	...	...	...	...	...	...	...	...	10
0·08	0·08	0·58	0·58	...	...	0·04	0·05	...	...	0·08	0·10	2·79	2·94	10
0·13	0·13	0·75	0·72	...	...	0·08	0·11	...	...	0·01	0·01	2·91	3·01	23
0·05	0·04	0·62	0·59	...	...	0·04	0·01	...	...	0·44	0·53	2·57	2·63	1
0·31	0·18	2·79	1·92	...	...	0·17	0·14	...	...	0·64	0·28	13·11	8·91	8
0·22	0·19	0·89	1·02	...	...	0·14	0·10	...	...	0·99	0·93	6·35	6·06	8
0·12	0·11	0·41	1·56	...	...	0·02	0·03	...	...	...	...	4·32	5·65	10
0·09	0·08	0·41	0·25	...	...	...	...	...	...	0·04	0·16	1·75	1·93	1
0·13	0·18	0·59	0·17	...	...	0·02	...	...	...	0·97	0·46	3·41	3·70	1
0·11	0·11	1·74	1·24	...	...	0·02	0·02	...	...	...	...	5·92	5·40	10

* Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	146 *a*.		147 *a*.		148 *a*.	
				TABLE C.—CARRIAGE AND					
				PER TOTAL					
Main head.	Sub-head.			General Superintendence (including office expenses). Annas.		Repairs and renewals of coaching vehicles. Annas.		Repairs and renewals of goods vehicles. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·21	0·21	1·44	1·65	2·59	1·55
2	(*a*) and (*e*) to (*f*)	Bombay, Baroda and Central India		0·26	0·27	1·20	1·72	1·18	1·81
3	(*a*)	Eastern Bengal		0·29	0·25	1·81	1·56	1·74	1·07
4	(*a*) to (*d*)	East Indian		0·19	0·18	0·52	0·67	1·24	2·11
5	(*a*) to (*f*)	Great Indian Peninsula		0·26	0·25	1·01	0·94	0·80	0·87
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·37	0·33	1·93	1·59	2·14	1·17
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·15	0·20	0·69	0·64	1·17	1·46
8	(*a*) to (*j*)	North Western		0·28	0·29	1·75	1·53	1·93	1·07
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·31	0·33	1·31	1·39	0·42	0·79
10	(*a*)	South Indian		0·21	0·21	2·61	1·86	2·29	0·98
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal							
12	(*a*) and (*b*)	Bengal and North-Western		0·39	0·37	0·91	0·81	0·93	0·85
14	(*a*) and (*b*)	Bhavnagar		0·14	0·16	0·48	0·56	0·58	0·68
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		0·22	0·30	0·30	0·45	0·54	0·55
				0 25	0·29	0·83	1·13	0·76	0·79
15	(*a*) to (*c*)	Burma		0·34	0·41	0·73	0·85	1·42	3·05
3	(*b*) to (*d*)	Eastern Bengal		0·29	0·29	1·49	0·93	0·55	1·44
17	(*a*) and (*b*)	Gondal-Porbandar		0·11	0·17	0·07	0·39	0·27	0·20
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·14	0·19	0·55	0·64	0·46	0·40
18	(*a*)	Jamnagar		0·20	0·28	0·29	0·37	0·10	0·05
19	(*a*) to (*e*)	Jodhpur-Bikaner		0·13	0·11	0·49	0·32	0·34	0·52
20	(*a*)	Junagad		0·19	0·23	0·15	1·03	0·07	0·23
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·24	0·22	0·93	1·48	0·88	1·16
10	(*c*)	Nilgiri		0·44	0·45	0·54	0·28	0·33	0·58
22	(*a*) and (*b*)	Rohilkund and Kumaon		0·31	0·30	0·65	0·85	1·22	2·03
10	(*f*)	Shoranur-Cochin					Included with the		
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·20	0·19	0·92	0·86	0·75	1·71
23	(*a*)	Udaipur-Chitorgarh		0·22	0·20	0·59	1·35	0·06	0·21
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·22	0·22	0·96	0·87	0·78	1·51
8	(*k*)	Kalka-Simla		0·50	0·23	8·86	4·93	2·27	1·61
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai		0·10	0·13	0·42	0·23	0·26	—0·14
10	(*j*)	Morappur-Dharmapuri		0·03	0·03	0·69	0·54	0·01	...
1	(*g*)	Purulia-Ranchi		0·27	0·26	2·03	0·52	0·50	0·25
1	(*h*)	Raipur-Dhamtari		0·09	0·10	0·99	0·29	0·75	0·68
10	(*k*)	Tirupattur-Krishnagiri		0·04	0·04	0·14	0·16	...	...

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

148 A *a.*		149 *a.*		149 A *a.*		150 *a.*		151 *a.*		146 *b.*		147 *b.*		Number.
WAGON EXPENSES.														
TRAIN—MILE.										PER 1,000 VEHICLE MILES RUN BY HOME VEHICLES.				
Repairs and renewals of machinery, tools and plant. Annas.		Cleaning and oiling. Annas.		Electricity and repairs and renewals of electric plant. Annas.		Other charges (net). Annas.		Total Carriage and Wagon expenses. Annas.		General Superintendence (including office expenses). Rs.		Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. Rs.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·05	0·04	0·57	0·52	...	...	0·01	0·02	4·37	3·99	0·42	0·48	13·58	15·50	1
0·10	0·13	0·35	0·37	...	...	0·03	0·07	3·12	4·37	0·63	0·65	8·61	11·41	2
0·02	0·01	0·40	0·36	...	...	0·02	0·02	4·28	3·27	0·81	0·70	13·67	14·90	3
0·09	0·06	0·20	0·19	...	...	0·06	0·03	2·30	3·24	0·43	0·39	4·90	6·14	4
0·06	0·05	0·37	0·35	...	...	0·02	0·03	2·52	2·49	0·90	0·90	10·43	9·55	5
0·15	0·10	0·34	0·34	...	...	0·01	0·01	4·94	3·54	1·09	0·99	15·19	12·69	6
0·01	0·02	0·25	0·28	...	...	—*0·01*	...	2·26	2·60	0·45	0·61	8·47	7·36	7
0·11	0·09	0·48	0·41	...	...	—*0·03*	0·13	4·47	3·52	0·64	0·70	13·61	10·85	8
0·08	0·14	0·36	0·38	...	...	0·06	0·01	2·54	3·04	0·72	0·85	10·08	12·45	9
0·03	0·05	0·39	0·39	...	...	0·02	0·03	5·55	3·52	0·98	0·90	24·38	16·80	10
0·02	...	0·35	0·38	...	...	0·03	0·02	2·63	2·43	1·14	1·07	6·42	5·17	11
0·03	0·04	0·28	0·28	...	...	0·02	0·02	1·53	1·74	0·28	0·32	2·43	2·58	12
0·08	0·09	0·24	0·29	...	...	...	...	1·38	1·68	0·73	1·11	1·75	2·50	14
0·17	0·26	0·27	0·32	...	...	0·05	0·08	2·33	2·87	0·50	0·64	5·95	7·14	2
0·04	0·05	0·32	0·33	...	...	0·05	0·03	2·90	4·72	0·89	1·09	1·88	2·26	15
0·07	0·08	0·35	0·21	...	...	0·03	0·03	2·78	2·98	0·79	0·82	10·41	2·70	3
0·01	0·01	0·25	0·25	...	...	0·01	0·01	0·72	1·05	0·39	0·59	0·44	2·11	17
0·01	0·01	0·13	0·14	...	...	...	...	1·29	1·38	0·49	0·66	4·99	5·28	7
0·01	...	0·37	0·36	...	...	...	...	0·97	1·06	1·47	1·66	3·46	2·92	18
0·06	0·05	0·20	0·20	...	...	0·01	0·03	1·73	1·23	0·46	0·41	3·75	2·68	19
0·01	0·02	0·56	0·26	...	...	0·24	...	1·22	1·77	0·55	0·67	0·45	2·01	20
0·04	0·05	0·18	0·20	...	...	0·01	0·01	2·28	3·12	0·65	0·65	8·07	11·88	6
0·03	0·06	1·37	1·39	...	...	...	...	2·71	2·76	4·52	4·48	8·75	4·37	10
0·04	0·06	0·30	0·33	...	...	0·03	—*0·01*	2·55	2·10	0·74	0·66	4·30	1·00	22
South Indian railway 3′ 3½″ gauge.														10
0·05	0·05	0·34	0·35	...	...	0·02	0·02	2·28	3·18	0·62	0·58	5·65	5·14	10
0·01	0·01	0·33	0·29	...	...	...	...	1·21	2·06	0·91	0·89	3·36	7·42	23
0·01	0·02	0·39	0·40	...	...	0·01	0·01	2·37	3·03	0·52	0·54	5·86	5·05	1
0·02	0·02	0·39	0·63	...	...	0·01	0·04	12·55	7·46	3·63	1·52	134·40	[illegible]	
...	...	0·34	0·41	...	...	...	0·02	1·12	0·65	0·59	0·71	2·23	1·90	8
0·01	0·01	0·64	0·48	...	...	...	...	1·88	1·06	0·15	0·18	4·90	3·81	10
...	...	0·62	0·48	...	...	0·01	0·03	3·43	1·64	0·68	0·76	8·93	2·73	1
...	...	0·71	0·70	...	...	0·01	0·01	2·55	1·78	0·33	0·37	10·10	2·75	1
0·01	0·01	0·30	0·30	...	...	...	...	0·49	0·51	0·20	0·19	1·06	1·13	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial Number.	148δ.		148-A.δ.		149 δ.	
				TABLE C—CARRIAGE AND					
				PER 1,000					
Main head.	Sub-head.			Repairs and renewals of goods vehicles calculated on goods vehicle mileage. Rs.		Repairs and renewals of machinery, tools and plant. Rs.		Cleaning and oiling. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5' 6" GAUGE.							
1	(a)	Bengal-Nagpur		6·48	4·65	0·09	0·10	1·14	1·17
2	(a) and (c) to (f)	Bombay, Baroda and Central India		4·21	6·64	0·24	0·32	0·84	0·88
3	(a)	Eastern Bengal		7·59	4·59	0·08	0·04	1·12	0·96
4	(a) to (d)	East Indian		3·63	5·88	0·21	0·12	0·45	0·40
5	(a) to (f)	Great Indian Peninsula		4·09	4·62	0·20	0·16	1·28	1·21
6	(a) and (b)	Madras and Southern Mahratta		9·88	5·69	0·43	0·30	0·99	1·04
7	(a) and (b)	Nizam's Guaranteed State		4·58	6·30	0·03	0·05	0·76	0·89
8	(a) to (j)	North Western		5·28	3·88	0·25	0·21	1·11	0·98
9	(a) and (b)	Oudh and Rohilkhand		1·43	2·91	0·18	0·38	0·84	0·98
10	(a)	South Indian		20·18	8·22	0·14	0·21	1·76	1·70
		3' 3½" GAUGE.							
11	(a)	Assam-Bengal		7·16	4·54	0·03	0·02	1·31	1·07
12	(a) and (b)	Bengal and North-Western		1·57	2·41	0·06	0·08	0·55	0·57
14	(a) and (b)	Bhavnagar		3·96	6·01	0·26	0·34	0·77	1·08
2	(b) and (g) to (l)	Bombay, Baroda and Central India		2·26	2·69	0·36	0·57	0·57	0·71
15	(a) to (c)	Burma		3·69	3·11	0·12	0·15	0·82	0·87
3	(b) to (d)	Eastern Bengal		2·50	4·00	0·19	0·21	0·98	0·70
17	(a) and (b)	Gondal-Porbandar		2·06	1·95	0·04	0·04	0·88	0·90
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		2·58	2·37	0·03	0·05	0·44	0·50
18	(a)	Jamnagar		1·91	1·27	0·05	0·01	2·63	2·14
19	(a) to (e)	Jodhpur-Bikaner		5·59	4·14	0·22	0·24	0·71	0·83
20	(a)	Junagad		0·21	0·64	0·04	0·06	1·64	0·74
6	(c) to (l)	Madras and Southern Mahratta		3·60	5·16	0·12	0·14	0·50	0·58
10	(c)	Nilgiri		9·14	16·24	0·27	0·58	13·94	13·76
22	(a) and (b)	Rohilkund and Kumaon		4·58	2·16	0·09	0·12	0·73	0·72
10	(f)	Sheranur-Cochin						Included with the	
10	(b), (d), (e) and (g) to (i).	South Indian		4·65	10·43	0·14	0·16	1·06	1·08
23	(a)	Udaipur-Chitorgarh		1·06	4·61	0·05	0·05	1·38	1·29
		2' 6" GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		3·01	6·62	0·02	0·04	0·92	1·00
8	(k)	Kalka-Simla		31·58	22·27	0·15	0·11	6·45	4·35
8	(l) and (m)	Kohat-Thal and Nowshera-Durgai		3·79	—1·98	0·01	...	2·06	2·18
10	(j)	Morappur-Dharmapuri		0·04	0·05	0·04	0·06	2·89	2·41
1	(g)	Purulia-Ranchi		2·95	2·29	0·01	...	1·56	1·44
1	(h)	Raipur-Dhamtari		3·98	4·45	...	...	2·49	2·70
10	(k)	Tirupattur-Krishnagiri		0·01	...	0·05	0·04	1·38	1·33

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

149-A. *b.*	150 *b.*	151 *b.*	152 *a.*	153 *a.*	154 *a.*	155 *a.*	Num-ber.
WAGON EXPENSES—*concld.*			TABLE D.—TRAFFIC EXPENSES.				
VEHICLE-MILES RUN BY HOME VEHICLES—*concld.*			PER TOTAL TRAIN-MILE.				

Electricity and repairs and renewals of electric plant. Rs.		Other charges (net) Rs.		Total Carriage and Wagon expenses. Rs.		General Superintendence (including office expenses). Annas.		Station staff. Annas.		Train staff. Annas.		Fuel, lighting, water and general stores. Annas.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	0·01	0·04	9·63	9·08	0 86	0·81	2·69	2·35	0·89	0·90	0·55	0·55	1
...	...	0·07	0·16	7·43	10·35	0·64	0·70	3·23	3·52	0·79	0·76	1·43	0·79	2
...	...	0·06	0·05	11·87	8·98	1·25	1·09	5·81	5·75	1·33	1·22	0·85	0·96	3
...	...	0·11	0·06	5·13	6 92	0·87	0·86	2·74	2·89	1·23	1·20	0·84	0·78	4
...	...	0·07	0·09	8·64	8·67	0 55	0·58	2·36	2·24	1·26	1·23	0·96	0·65	5
...	...	0·03	0·02	14·38	10·68	0·69	0·71	2 35	2·43	0·81	0·82	0·61	0·66	6
...	...	—*0·04*	0·01	6·71	3·15	0·78	0·79	1·51	1·74	0·87	0·90	0·43	0 44	7
...	...	—*0·18*	0·31	10·26	8·46	0·74	0·77	3·38	3·27	1·08	1·13	0·81	0·87	8
...	...	0·14	0·03	5·95	7·91	0·96	0·93	2·77	2·76	1·09	1·05	0·53	0·58	9
...	...	0·10	0·14	25·19	15·30	0·86	0·79	2·04	1·90	0·61	0·58	0·40	0·48	10
...	...	0·03	0·06	9·63	7·05	1·19	1·12	2 85	3·11	0·64	0·65	0·59	0·62	11
...	...	0·03	0·03	3·02	3·48	0·51	0·55	1·59	1·59	0·45	0·45	0·40	0·37	12
...	...	...	...	4·51	6·21	0·24	0·48	1 85	2·33	0·29	0·39	0·73	0·87	14
...	...	0·08	0·17	4·86	6·35	0·56	0·57	1·96	2·12	0·65	0 69	0·71	0·81	2
...	...	0·13	0·08	7·53	12·56	0·82	0·95	2·33	2·64	0·79	0·85	0·48	0·60	15
...	...	0·09	0·08	7·66	8·60	1·00	0 84	2·95	2·92	0·75	0·70	0·64	0·83	3
...	...	0·04	0·03	2·51	3·61	0·46	0·55	1·90	1·37	0·38	0·45	0·78	0·62	17
...	...	...	0·01	4·46	4·81	0·74	0·85	1·44	1·81	0·86	0·95	0·44	0·46	7
...	...	...	...	7·02	6·30	1·31	1·04	1 56	1·51	0·41	0 43	0·34	0·30	18
...	...	0·04	0·10	6·16	5·02	0·52	0·48	1·18	0·95	0·26	0·23	0·58	0·47	19
...	...	0·69	...	3·58	5·02	0·52	0.83	1·37	2·09	0·33	0·49	1·02	0·35	20
...	...	0·02	0·02	6·32	8·95	0·59	0·60	1·55	1·63	0·51	0 53	0·35	0·42	6
...	...	0·04	0·03	27·66	27·42	1·30	1·30	4·23	4·11	1·34	1·30	0·38	0·41	10
...	...	0·04	—*0·02*	6·10	4·65	0·68	0·82	1·98	2·00	0·48	0·48	0·36	0·55	22
South Indian railway 3′ 3⅜″ gauge.														10
...	...	0·07	0·05	7·04	9·87	0·72	0·72	1·93	1·78	0·56	0·55	0·51	0·63	10
...	...	0·01	...	6·73	14·26	0 89	0·88	1·30	1·22	0·27	0·29	0·34	0·48	25
...	...	0·02	0·03	5·59	7·56	0·95	0·88	2 25	1·87	0·70	0·73	0·65	0·53	1
...	...	0·11	0·31	91·09	51·80	1·70	1·33	3·99	3·48	1·21	0·96	0 60	0·58	8
...	...	...	0·01	6·74	3·48	0·44	0·55	1·68	1·89	0·48	0·50	0·42	0·54	8
...	...	...	0·01	6·23	5·37	0·26	0·27	0·91	9 67	0·33	0·31	0·07	0·08	10
...	...	0 02	0·09	8·64	4·87	1·09	1·00	1·63	1·35	0·32	0·31	0·23	0·22	1
...	...	0·03	0·04	8·92	6·86	0·25	0·26	2·22	1 86	0·35	1·02	...	...	1
...	...	...	...	2·30	2·27	0·36	0·34	0 98	0·97	0·18	0·21	0·10	0·11	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	156 *a*		157 *a*		158 *a*	
				TABLE D—					
				PER TOTAL TRAIN-MILE					
Main head.	Sub-head.			Clothing.		Printing, stationery and tickets.		Charges for delivery and collection of goods, etc.	
				Annas.		Annas.		Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·08	0·07	0·15	0·18	0·01	0·01
2	(*a*) and (*e*) to (*f*)	Bombay, Baroda and Central India.		0·13	0·09	0·29	0·44	...	...
3	(*a*)	Eastern Bengal		0·18	0·11	0·37	0·32	0·02	0·02
4	(*a*) to (*d*)	East Indian		0·08	0·08	0·25	0·31	0·07	0·06
5	(*a*) to (*f*)	Great Indian Peninsula		0·08	0·07	0·21	0·23	0·01	0·01
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·08	0·07	0·34	0·44	0·03	0·03
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·06	0·07	0·22	0·25	0·01	...
8	(*a*) to (*f*)	North Western		0·15	0·20	0·38	0·23	...	...
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·11	0·11	0·19	0·25	0·01	0·01
10	(*a*)	South Indian		0·08	0·04	0·03	0·03	...	...
		3′ 3¾″ GAUGE.							
11	(*a*)	Assam-Bengal		0·07	...	0·40	0·24	...	...
12	(*a*) and (*b*)	Bengal and North-Western		0·03	0·05	0·20	0·19	...	...
14	(*a*) and (*b*)	Bhavnagar		0·03	0·16	0·37	0·62	...	...
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		0·03	0·09	0·29	0·36	...	...
15	(*a*) to (*c*)	Burma		0·08	0·18	0·22	0·27	...	...
3	(*b*) to (*d*)	Eastern Bengal		0·10	0·11	0·29	0·22	...	...
17	(*a*) and (*b*)	Gondal-Porbandar		0·01	0·03	0·58	0·54	...	0·06
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·10	0·09	0·23	0·29	...	...
18	(*a*)	Jamnagar		0·01	0·10	0·71	0·68	...	...
19	(*a*) to (*e*)	Jodhpur-Bikaner		0·06	0·01	0·24	0·23	...	...
20	(*a*)	Junagad.		0·01	0·22	0·98	1·30	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·06	0·06	0·31	0·37	...	...
10	(*c*)	Nilgiri		...	0·01	0·04	0·04	...	...
22	(*a*) and (*b*)	Rohilkund and Kumaon		0·10	0·07	0·43	0·30	...	...
10	(*f*)	Shoranur-Cochin		...	...	...	Inc	luded w	ith the
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·05	0·03	0·34	0·34	...	...
23	(*a*)	Udaipur-Chitorgarh		0·06	0·02	0·26	0·38	...	...
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·12	0·01	0·03	0·03	...	...
8	(*k*)	Kalka-Simla		0·24	0·35	0·22	0·41	0·03	0·02
8	(*b*) and (*m*)	Kohat-Thal and Nowshera-Durgai		0·09	0·12	0·19	0·23	...	...
10	(*j*)	Morappur-Dharmapuri		...	...	0·01	0·01	...	...
1	(*g*)	Purulia-Ranchi		...	...	0·02	0·01	...	...
1	(*h*)	Raipur-Dhamtari		...	...	0·03	0·05	...	...
10	(*k*)	Tirupattur-Krishnagiri		...	...	0·01	0·01	...	...

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

159 *a*		160 *a*		161 *a*		162 *a.*		152 *b.*		153 *b.*		154 *b.*		NUMBER.
TRAFFIC EXPENSES—*contd.*														
—*concld.*								PER CENT OF TRAFFIC EARNINGS. (*Abstracts H. and I. of Revenue Accounts*).						
Miscellaneous expenses. Annas.		Payments to other lines. Annas.		Other charges (net) Annas.		Total traffic expenses. Annas.		General superintendence (including office expenses). Per cent.		Station staff. Per cent.		Train staff. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·01	0·01	0·25	0·58	0·01	0·01	5·60	5·47	1·22	1·27	3·80	3·68	1·25	1·40	1
0·01	0·01	0·03	0·03	...	...	6·61	6·34	0·72	0·92	3·69	4·59	0·79	0·99	2
0·01	0·02	...	...	0·05	0·01	9·87	9·50	2·05	1·41	9·49	7·48	2·17	1·59	3
0·02	0·03	0·11	0·10	0·02	0·01	6·23	6·22	1·18	1·22	3·70	4·09	1·66	1·70	4
0·01	0·01	0·11	0·09	0·01	0·01	5·56	5·07	0·77	0·91	3·32	3·88	1·78	2·13	5
...	0·06	...	0·01	0·02	0·02	4·93	5·25	0·90	0·99	3·04	3·40	1·05	1·15	6
0·01	0·02	0·31	0·35	0·01	0·01	4·21	4·57	1·17	1·24	2·26	2·70	1·29	1·39	7
...	...	0·21	0·03	0·03	0·06	6·83	6·56	1 02	1·12	4·64	4·74	1·49	1·64	8
...	...	0·59	0·36	0·03	0·01	6·28	6·06	1·51	1·68	4·32	4·95	1·70	1·89	9
0·01	0·01	—*0·06*	0·11	...	...	3·97	3·94	1·58	1·51	3·73	3·61	1·12	1·09	10
...	...	...	...	0·01	...	5·75	5·84	2·45	2·15	5·87	6·02	1·32	1·25	11
0·02	0·04	0·11	—*0·08*	0·04	0·07	3·35	3·23	1·01	1·15	3·12	3·32	0·89	0·94	12
0·01	0·01	0·41	0·33	0·01	0 01	3·93	5·20	0·48	1·01	3·64	4·93	0·57	0·82	14
0·03	0·02	0·18	0·14	...	0·01	4·36	4·81	1·01	1·10	3·53	4·06	1·17	1·33	2
0·02	0·01	...	...	0·04	0·03	4·78	5·53	1·35	1·84	3·84	5·09	1·30	1·66	15
0·01	0·01	0·09	0·08	0·03	0·03	5·86	5·74	2·05	1 60	6·03	5·61	1·53	1·35	3
0·02	0·07	...	0·53	0·01	0·01	4·14	4·23	0·95	1·16	3·95	2·95	0·80	0·96	17
0·01	0·02	0·20	0·38	...	0·01	4·02	4·86	1·31	2·03	2·55	4·32	1·52	2·26	7
0·01	0·01	0·34	0·43	...	...	5·19	4·59	2·44	2·32	2·39	3·37	0·75	0·95	18
...	...	0·34	0·37	0·05	0·05	3·23	2·84	0·99	1·06	2·22	2·12	0·49	0·50	19
0·01	0·02	...	...	0·07	0·01	4·31	5·31	0·93	1·73	2·42	4·34	0·57	1·03	20
0·02	—*0·02*	0·10	0·13	0·02	0·02	3·51	3·74	1·20	1·40	3·20	3·80	1 05	1·24	6
0·01	0·01	...	...	...	...	7·30	7·18	1·46	1·58	4·74	5·01	1·50	1 59	10
0·03	0·03	0·20	0·25	...	...	4·46	4·50	1·06	1·58	3·04	3·87	0·74	0·94	22
South Indian railway 3′ 3½″ gauge.					...	...	...	...	...	...	...	...	...	10
0·01	0·01	0·02	0·03	...	...	4·14	4·09	1·32	1·38	3·56	3·41	1·03	1·05	10
0·02	0·02	0·22	0·20	...	...	3·36	3·49	1·94	1·94	2·84	2·73	0·59	0·65	23
0·02	0·03	0·12	0·09	0·01	0·01	4·85	4·18	2·15	2·53	5·07	5·38	1·59	2·11	11
0·03	0·02	1·53	1·76	0·02	0·01	9·57	8·92	2·50	1·76	5·86	4·62	1·78	1·23	8
...	...	...	...	0·04	0·06	3·34	3·39	2·41	2·56	9·25	8·87	2 64	2·33	8
...	...	...	...	...	...	1·58	1·34	1·44	1·47	5·09	3·59	1·33	1·64	10
0·02	0·01	...	...	...	...	3·30	2·90	1·92	2·56	2·85	3·46	0·55	0·80	1
0·03	0·03	...	...	...	...	3·38	3·22	0·58	0·64	5·10	4·48	1·96	2·46	1
...	...	...	...	...	...	1·63	1·64	1·42	1·38	3·81	3·92	0·71	0·84	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	155 *b*.		156 *b*.		157 *b*.	
				TABLE D—					
				PER CENT OF TRAFFIC					
Main head.	Sub-head.			Fuel, lighting, water and general stores. Per cent.		Clothing. Per cent.		Printing, stationery and tickets. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·78	0·87	0·12	0·10	0·22	0·29
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		1·60	1·03	0·15	0·11	0·44	0·59
3	(*a*)	Eastern Bengal		1·38	1·25	0·30	0·14	0·60	0·42
4	(*a*) to (*d*)	East Indian		1·13	1·10	0·11	0·11	0·33	0·30
5	(*a*) to (*f*)	Great Indian Peninsula		1·35	1·12	0·12	0·12	0·29	0·40
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·78	0·92	0·11	0·10	0·44	0·61
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·63	0·68	0·09	0·12	0·33	0·38
8	(*a*) to (*j*)	North Western		1·12	1·25	0·21	0·29	0·52	0·34
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·84	1·05	0·17	0·19	0·23	0·44
10	(*a*)	South Indian		0·74	0·90	0·15	0·08	0·05	0·06
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		1·22	1·20	0·16	...	0·34	0·66
12	(*a*) and (*b*)	Bengal and North-Western		0·78	0·78	0·06	0·10	0·39	0·41
14	(*a*) and (*b*)	Bhavnagar		1·44	1·84	0·04	0·35	0·74	1·31
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		1·29	1·55	0·05	0·17	0·51	0·68
15	(*a*) to (*c*)	Burma		0·79	1·15	0·14	0·35	0·36	0·52
3	(*b*) to (*d*)	Eastern Bengal		1·31	1·60	0·21	0·22	0·59	0·42
17	(*a*) and (*b*)	Gondal-Porbandar		1·63	1·81	0·02	0·06	1·21	1·15
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·78	1·11	0·18	0·21	0·40	0·63
18	(*a*)	Jamnagar		0·63	0·66	0·02	0·23	1·32	1·51
19	(*a*) to (*e*)	Jodhpur-Bikaner		1·09	1·05	0·11	0·02	0·46	0·62
20	(*a*)	Junagad		1·81	0·73	0·02	0·46	1·74	2·73
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·73	0·97	0·13	0·14	0·65	0·85
10	(*c*)	Nilgiri		0·43	0·50	...	0·01	0·05	0·06
22	(*a*) and (*b*)	Rohilkund and Kumaon		0·86	1·07	0·16	0·14	0·66	0·58
10	(*f*)	Shoranur-Cochin		...	...	...	Included with the		
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·94	1·20	0·09	0·05	0·63	0·66
23	(*a*)	Udaipur-Chitorgarh		0·74	1·07	0·14	0·05	0·57	0·85
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·47	1·52	0·27	0·04	0·06	0·08
8	(*k*)	Kalka-Simla		0·88	0·77	0·35	0·46	0·33	0·54
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai		2·32	2·53	0·48	0·58	1·02	1·09
10	(*j*)	Morappur-Dharmapuri		0·37	0·43	...	0·01	0·05	0·05
1	(*g*)	Purulia-Ranchi		0·40	0·56	...	...	0·04	0·02
1	(*h*)	Raipur-Dhamtari		...	...	...	...	0·06	0·11
10	(*k*	Tirupattur-Krishnagiri		0·36	0·43	...	0·01	0·05	0·05

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

158 *b.*	159 *b.*	160 *b.*	161 *b.*	162 *b.*		163 *a.*		
TRAFFIC EXPENSES—*concld.*						TABLE E.—GENERAL CHARGES.		NUMBER.
EARNINGS (*Abstracts H. and I. of Revenue Accounts.*)—*concld.*						PER TOTAL TRAIN-MILE.		
Charges for delivery and collection of goods, etc.	Miscellaneous expenses.	Payments to other lines.	Other charges (net).	Total Traffic expenses.	General superintendence per cent on traffic earnings (including steam-boat).	Home expenditure.		Main head.
Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Annas.		
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half.	2nd half.	
0·01 / 0·01	0·01 / 0·02	0·50 / 0·91	0·01 / 0·01	7·92 / 8·56	1·22 / 1·27	0·51	0·51	1
... / ...	0·01 / 0·01	0·04 / 0·03	... / ...	7·44 / 8·27	0·72 / 0·92	0·38	0·42	2
0·03 / 0·03	0·02 / 0·02	... / ...	0·09 / 0·01	16·13 / 12·35	2·05 / 1·41	0·10	...	3
0·10 / 0·09	0·03 / 0·04	0·14 / 0·14	0·02 / 0·01	8·40 / 8·80	1·18 / 1·22	0·32	0·33	4
0·01 / 0·02	0·02 / 0·02	0·15 / 0·16	0·01 / 0·02	7·82 / 8·78	0·77 / 0·91	0·27	0·27	5
0·04 / 0·04	... / 0·08	... / 0·01	0·02 / 0·03	6·38 / 7·33	0·90 / 0·99	0·54	0·54	6
0·01 / 0·01	0·02 / 0·02	0·47 / 0·55	0·02 / 0·02	6·29 / 7·11	1·17 / 1·24	0·35	0·49	7
... / ...	... / ...	0·29 / 0·05	0·11 / 0·09	9·40 / 9·52	1·02 / 1·12	0·18	...	8
0·02 / 0·02	0·01 / ...	0·92 / 0·64	0·04 / 0·02	9·82 / 10·88	1·51 / 1·68	0·12	...	9
... / ...	0·01 / 0·01	—*0·11* / 0·21	... / ...	7·27 / 7·47	1·58 / 1·51	0·54	0·56	10
... / ...	0·01 / 0·01	... / ...	0·01 / ...	11·88 / 11·29	2·45 / 2·15	1·14	1·09	11
... / ...	0·05 / 0·09	0·22 / —*0·16*	0·07 / 0·14	6·59 / 6·77	0·95 / 1·08	0·43	0·40	12
... / ...	0·02 / 0·02	0·81 / 0·69	0·01 / 0·02	7·75 / 10·99	0·48 / 1·01	0·06	0·08	14
... / ...	0·06 / 0·04	0·24 / 0·26	... / 0·01	7·86 / 9·20	1·01 / 1·10	0·38	0·44	2
... / ...	0·03 / 0·01	... / ...	0·07 / 0·06	7·88 / 10·63	1·35 / 1·31	0·66	0·83	15
... / ...	0·03 / 0·02	0·17 / 0·15	0·05 / 0·07	11·97 / 11·04	1·85 / 1·46	Included with the 5′ 6″ gauge		3
... / 0·14	0·05 / 0·14	... / 1·12	0·01 / 0·03	8·62 / 9·02	0·95 / 1·16	0·02	0·05	17
... / ...	0·02 / 0·04	0·35 / 0·90	0·01 / 0·02	7·12 / 11·57	1·31 / 2·03	0·40	0·65	7
... / ...	0·02 / 0·02	1·55 / 0·96	... / ...	9·62 / 10·02	2·44 / 2·32	0·06	0·05	18
... / ...	... / ...	0·64 / 0·82	0·09 / 0·12	6·09 / 6·31	0·99 / 1·06	...	...	19
... / ...	0·01 / 0·04	... / ...	0·13 / 0·01	7·63 / 11·07	0·93 / 1·73	0·04	0·05	20
... / ...	0·03 / —*0·05*	0·21 / 0·30	0·03 / 0·05	7·23 / 8·70	1·20 / 1·49	0·51	0·53	6
... / ...	0·01 / 0·01	... / ...	... / ...	8·19 / 8·76	1·46 / 1·58	0·80	0·80	10
... / ...	0·04 / 0·05	0·90 / 0·47	... / ...	6·86 / 8·70	1·06 / 1·58	0·72	0·74	22
South Indian railway 3′ 3⅜″ gauge.		...	...	...	...	...	...	10
... / ...	0·01 / 0·02	0·04 / 0·05	0·01 / 0·01	7·63 / 7·83	1·32 / 1·38	0·57	0·59	10
... / ...	0·04 / 0·06	0·48 / 0·46	... / ...	7·34 / 7·81	1·94 / 1·94	...	...	23
... / ...	0·05 / 0·09	0·28 / 0·24	0·02 / 0·04	10·96 / 12·03	2·15 / 2·53	1·74	1·60	1
0·05 / 0·03	0 04 / 0·02	2·24 / 2·34	0·03 / 0·01	14·06 / 11·83	2·30 / 1·76	0·16	...	8
... / ...	... / 0·01	... / ...	0·24 / 0·28	18·36 / 18·25	2·41 / 2·56	0·20	...	8
... / ...	0·01 / 0·01	... / ...	... / ...	8·79 / 7·20	1·44 / 1·47	0·17	0·21	10
... / ...	0·03 / 0·04	... / ...	... / ...	5·79 / 7·44	1·92 / 2·56	1·15	1·04	1
... / ...	0·06 / 0·07	... / ...	... / ...	7·76 / 7·76	0·58 / 0·64	1·89	2·22	1
... / ...	0·01 / 0·01	... / ...	... / ...	6·36 / 6·64	1·42 / 1·38	0·23	0·23	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	164 *a*.		165 *a*.		166 *a*.	
				TABLE E.—					
				PER TOTAL					
Main head.	Sub-head.			Agent's Office-salaries and expenses. Annas.		Audit, accounts and pay office. Annas.		Stores Department. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·22	0·20	0·68	0·63	0·20	0·18
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		0·22	0·22	0·71	0·77	0·32	0·35
3	(*a*)	Eastern Bengal		0·26	0·21	0·80	0·77	0·29	0·21
4	(*a*) to (*d*)	East Indian		0·13	0·12	0·41	0·42	0·17	0·17
5	(*a*) to (*f*)	Great Indian Peninsula		0·14	0·14	0·57	0·56	0·17	0·18
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·25	0·24	0·69	0·76	0·28	0·32
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·23	0·25	1·00	1·03	0·18	0·19
8	(*a*) to (*j*)	North Western		0·15	0·15	0·44	0·52	0·18	0·26
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·29	0·31	0·70	0·73	0·21	0·23
10	(*a*)	South Indian		0·15	0·15	0·53	0·52	0·16	0·17
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		0·55	0·51	1·03	0·92	0·32	0·31
12	(*a*) and (*b*)	Bengal and North-Western		0·14	0·14	0·49	0·51	0·08	0·08
14	(*a*) and (*b*)	Bhavnagar		0·76	0·46	0·77	1·10	0·14	0·17
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		0·14	0·15	0·45	0·53	0·15	0·16
15	(*a*) to (*c*)	Burma		0·32	0·32	0·61	0·70	0·22	0·24
3	(*b*) to (*d*)	Eastern Bengal		Included with the 5′ 6″ gauge.					
17	(*a*) and (*b*)	Gondal-Porbandar		0·23	0·45	0·81	1·04	0·12	0·16
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·25	0·32	1·13	1·30	0·21	0·25
18	(*a*)	Jamnagar		1·87	1·28	1·71	1·66	0·24	0·31
19	(*a*) to (*e*)	Jodhpur-Bikaner		0·16	0·15	0·54	0·51	0·13	0·12
20	(*a*)	Junagad		0·96	1·28	0·86	1·14	0·44	0·58
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·18	0·17	0·48	0·48	0·18	0·18
10	(*c*)	Nilgiri		0·22	0·21	0·20	0·76	0·23	0·23
22	(*a*) and (*b*)	Rohilkund and Kumaon		0·20	0·35	0·95	0·94	0·17	0·18
10	(*f*)	Shoranur-Cochin		...	...	Included with the South			
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·15	0·15	0·74	0·70	0·20	0·20
22	(*a*)	Udaipur-Chitorgarh		0·83	0·76	0·77	0·78	0·08	0·08
		2′ 6″ GAUGE							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·12	0·11	0·47	0·42	0·11	0·10
8	(*k*)	Kalka-Simla		0·87	0·73	0·19	0·15	0·27	0·26
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai		0·16	0·15	0·43	0·52	0·18	0·26
10	(*f*)	Morrappur-Dharmapuri		0·05	0·05	0·16	0·20	0·05	0·07
1	(*g*)	Puralia-Ranchi		0·17	0·12	0·55	0·40	0·16	0·11
1	(*h*)	Raipur-Dhamtari		0·13	0·13	0·52	0·55	0·12	0·11
10	(*k*)	Tirupattur-Krishnagiri		0·06	0·06	0·23	0·23	0·07	0·07

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics].

167 *a.*		168 *a.*		168 A *a.*		169 *a.*		170 *a.*		171 *a.*		172 *a.*		Number.
GENERAL CHARGES—*contd.*														
TRAIN-MILE—*contd.*														
Medical Department.		Rents and miscellaneous.		Electricity and repairs and renewals of electric plant.		Police.		Advertising.		Electric telegraph.		Other charges (net).		Main head.
Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·22	0·21	0·24	0·29	...	...	0·25	0·25	0·03	0·03	0·84	0·79	0·02	0·01	1
0·13	0·15	0·21	0·20	...	...	0·35	0·29	0·02	0·01	0·68	0·88	0·01	0·01	2
0·22	0·18	0·43	0·34	...	...	0·14	0·14	0·03	0·02	0·70	0·65	0·01	0·01	3
0·16	0·15	0·23	0·20	...	...	0·28	0·25	0·01	0·10	0·63	0·63	0·03	0·02	4
0·11	0·11	0·13	0·14	...	...	0·21	0·21	0 01	0·01	0·66	0·67	0·01	0·02	5
0·19	0·19	0·25	0·27	...	...	0·50	0·46	...	0·01	0·70	0·68	0·02	0·04	6
0·18	0·16	0·26	0·27	...	...	0·53	0·57	0·01	...	0·51	0·58	...	...	7
0·14	0·14	0·23	0·26	...	...	0·18	0·16	0·02	0·02	0·72	0·70	0·02	0·05	8
0·13	0·14	0·29	0·32	...	...	0·14	0·13	0·03	0·01	0·96	0·45	0·02	...	9
0·17	0·18	0·08	0·02	...	...	0·39	0·33	...	...	0·59	0·61	...	0·08	10
0·38	0·38	0·19	0·18	...	...	0·27	0·57	...	...	1·09	0·86	0·01	0·01	11
0·09	0·10	0·08	0·09	...	...	0·22	0·21	...	0·01	0·50	0·52	0·02	—0·02	12
0·15	0·17	0·27	0·34	...	...	0·44	0·31	0·02	0·02	0·58	0·74	0·01	...	14
0 15	0·18	0·12	0·13	...	...	0·22	0·33	0·01	0·01	0·58	0·66	...	...	2
0·26	0·32	0·22	0·29	...	...	0·35	0·39	0·02	0·01	0 68	0·78	0·01	0·01	15
...	...	...	...	...	...	...	..	...	...	...	...	...	...	3
0·09	0·10	0·61	0·50	...	...	0·28	0·96	0·05	0·03	0·69	0·87	0·02	0·03	17
0·28	0·31	0·26	0·31	...	...	0·44	0·58	0·03	0·01	0·52	0·65	...	...	7
...	0·01	0·03	0·39	...	...	0·91	0·91	...	0·01	0·47	0·46	0·09	0·06	18
0·06	0·05	0·16	0·16	...	...	0·10	0·10	...	...	0·67	0·58	0·02	0·02	19
0·09	0·14	0·72	0·80	...	...	0·57	1·06	0·02	0·13	0·16	0·78	0·04	0·03	20
0·15	0·16	0·15	0·15	...	...	0·27	0·36	0·01	0·01	0·69	0·76	0·03	0·01	6
0·41	0·47	0·13	0·13	...	...	0·65	0·52	0·01	...	0·87	0·87	0·01	0·01	10
0·11	0·11	0·28	0·29	...	...	0·33	0·31	0·01	0·01	0·60	0·57	0·02	0·01	22
Indian	Railway	3′ 3⅜″ gauge.		...	...	...	...	...	...	...	...	...	...	10
0·14	0·14	0·17	0·18	...	...	0·37	0·32	0·02	0·02	0 55	0·58	0·04	0·07	10
0·13	0·12	0·15	0·16	...	...	...	...	...	...	0·46	0·45	0·06	0·05	23
0·26	0·21	0·07	0·09	...	...	0·34	0·21	...	...	1·31	1·07	...	...	1
0 20	0·22	0·46	0·39	...	...	0·34	0·26	0·06	0·04	0·64	0·59	0·07	0·06	8
0·25	0·20	0·28	0·24	...	...	0·57	0·65	0·02	0·02	0·67	0·75	0·02	0·06	8
0·03	0·03	...	...	...	...	0·20	0·19	...	...	0·23	0·21	...	...	10
0·20	0·14	...	0·02	...	...	0·07	0·05	...	...	0·74	0·65	...	...	1
0·06	0·06	0·02	0·02	...	...	0·27	—0·02	...	...	0·43	0·47	...	...	1
0·04	0·04	...	...	...	...	0·23	0·23	...	...	0·28	0·26	...	...	10

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	173 *a*.		163 *b*.		164 *b*.	
								TABLE E.—	
Main head.	Sub-head.			PER TOTAL TRAIN-MILE—*concld.*		PER CENT ON			
				Total General charges.		Home expenditure.		Agent's office—salaries and expenses.	
				Annas.		Per cent.		Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		3·21	3·10	0·70	0·75	0·30	0·29
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		3·03	3·25	0·43	0·54	0·25	0·28
3	(*a*)	Eastern Bengal		2·98	2·53	0·21	...	0·44	0·30
4	(*a*) to (*d*)	East Indian		2·37	2·31	0·43	0·46	0·17	0·17
5	(*a*) to (*f*)	Great Indian Peninsula		2·28	2·31	0·38	0·47	0·19	0·24
6	(*a*) and (*b*)	Madras and Southern Mahratta		3·42	3·51	0·67	0·74	0·31	1·33
7	(*a*) and (*b*)	Nizam's Guaranteed State		3·25	3·54	0·51	0·73	0·32	0·37
8	(*a*) to (*j*)	North-Western		2·26	2·26	0·24	...	0·21	0·22
9	(*a*) and (*b*)	Oudh and Rohilkhand		2·89	2·32	0·17	...	0·40	0·50
10	(*a*)	South Indian		2·61	2·62	0·90	0·97	0·24	0·25
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		4·89	4·83	2·23	2·02	1·07	0·92
12	(*a*) and (*b*)	Bengal and North-Western		2·05	2·04	0·77	0 80	0·26	0·29
14	(*a*) and (*b*)	Bhavnagar		3·20	3·89	0 12	0·17	1·47	0·95
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		2·20	2·59	0·67	0 82	0·25	0·28
15	(*a*) to (*c*)	Burma		3·35	3·89	1·07	1·56	0·52	0·59
3	(*b*) to (*d*)	Eastern Bengal		Included with the 5′ 6″ gauge.					
17	(*a*) and (*b*)	Gondal-Porbandar		2·92	4·19	0·05	0·10	0·44	0·94
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		3·52	4·38	0·70	1·48	0·44	0·74
18	(*a*)	Jamnagar		5·98	5·14	0·10	0·12	3·42	2·76
19	(*a*) to (*e*)	Jodhpur-Bikaner		1·84	1·64	...	...	0·30	0·33
20	(*a*)	Junagad		3·90	5·99	0·07	0·09	1·63	2·59
6	(*c*) to (*l*)	Madras and Southern Mahratta		2·65	2·81	1·03	1 20	0·38	0·38
10	(*c*)	Nilgiri		4·16	4·00	0·90	0·98	0·25	0·25
22	(*a*) and (*b*)	Rohilkund and Kumaon		3·49	3·51	1·12	1·28	0·46	0·61
19	(*f*)	Shoranur-Cochin		...	...	Included with the South			
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		2·95	2·93	1·02	1·10	0·28	0·28
23	(*a*)	Udaipur-Chitorgarh		2·48	2·40	...	...	1·74	1·65
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		4·42	2·53	3·84	4·53	0·28	0·31
8	(*k*)	Kalka-Simla		3·26	2·70	0·23	...	1·27	0·96
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai		2·78	2·85	1·07	...	0·85	0·71
10	(*j*)	Morappur-Dharmapuri		0·29	0·96	0·98	1·11	0·25	0·29
1	(*g*)	Purulia-Ranchi		3·04	2·53	2·02	2·64	0·30	0·30
1	(*h*)	Raipur-Dhamtari		3·44	3·54	4·32	5·34	0·29	0·30
10	(*k*)	Tirupattur-Krishnagiri		1·14	1·13	0·89	0·95	0·24	0·25

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics].

165 *b*.		166 *b*.		167 *b*.		168 *b*.		168 A *b*.		169 *b*.		170 *b*.		NUMBER.
GENERAL CHARGES—*contd.*														
TOTAL EARNINGS.														
Audit, accounts and pay office. Per cent.		Stores Department. Per cent.		Medical Department. Per cent.		Rents and miscellaneous. Per cent.		Electricity and repairs and renewals of electric plant. Per cent.		Police. Per cent.		Advertising. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·92	0·93	0·28	0·27	0·31	0·32	0·33	0·42	...	...	0·34	0·36	0·04	0·05	1
0·79	1·00	0·35	0·45	0·15	0·19	0·23	0·25	...	...	0·39	0·38	0·02	0·01	2
1·35	1·12	0·48	0·31	0·37	0·28	0·72	0·49	...	...	0·25	0·20	0·06	0·04	3
0·55	0·58	0·22	0·24	0·22	0·22	0·31	0·28	...	...	0·37	0·36	0·01	0·01	4
0·79	0·95	0·24	0·31	0·16	0·20	0·17	0·24	...	...	0·30	0·35	0·01	0·02	5
0·67	1·03	0·36	0·43	0·24	0·26	0·32	0·38	...	...	0·63	0·62	...	0·02	6
1·42	1·53	0·26	0·28	0·25	0·24	0·37	0·40	...	...	0·75	0·85	0·01	0·01	7
0·59	0·75	0·25	0·37	0·18	0·19	0·31	0·37	...	...	0·24	0·23	0·03	0·03	8
0·98	1·18	0·30	0·37	0·19	0·23	0·40	0·51	...	...	0·20	0·21	0·03	0·02	9
0·88	0·90	0·27	0·29	0·29	0·32	0·13	0·04	...	...	0·65	0·57	...	...	10
2·01	1·66	0·63	0·55	0·74	0·69	0·37	0·33	...	...	0·54	1·02	...	...	11
0·88	1·02	0·15	0·17	0·16	0·19	0·14	0·18	...	...	0·40	0·44	0·01	0·02	12
1·49	2·27	0·26	0·35	0·28	0·36	0·51	0·71	...	...	0·34	1·66	0·03	0·04	14
0·79	1·00	0·26	0·31	0·27	0·33	0·20	0·25	...	...	0·33	0·62	0·02	0·01	2
0·98	1·32	0·35	0·45	0·43	0·60	0·36	0·54	...	...	0·57	0·74	0·03	0·02	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
1·64	2·18	0·25	0·33	0·18	0·22	1·24	1·04	...	...	0·57	2·01	0·11	0·06	17
1·96	2·98	0·36	0·57	0·47	0·72	0·45	0·71	...	...	0·77	1·33	0·05	0·01	7
3·13	3·58	0·44	0·67	...	0·02	1·15	0·85	...	...	1·66	1·97	0·01	0·03	18
1·09	1·10	0·25	0·26	0·10	0·11	0·31	0·36	...	...	0·20	0·22	...	...	19
1·47	2·29	0·74	1·17	0·16	0·27	1·22	1·62	...	...	0·98	2·17	0·03	0·26	20
0·97	1·11	0·37	0·43	0·30	0·36	0·31	0·35	...	...	0·54	0·83	0·01	0·02	6
0·89	0·92	0·26	0·29	0·49	0·56	0·14	0·16	...	...	0·72	0·63	...	...	10
1·46	1·64	0·26	0·30	0·17	0·20	0·44	0·49	...	...	0·51	0·53	0·02	0·02	22
Indian Railway 3′ 3½″ gauge.				...	...	...	...	...	...	...	...	...	...	10
1·34	1·32	0·36	0·37	0·25	0·27	0·20	0·34	...	...	0·67	0·59	0·03	0·03	10
1·62	1·68	0·16	0·17	0·28	0·26	0·32	0·36	...	...	...	...	...	...	23
1·03	1·20	0·25	0·28	0·58	0·58	0·15	0·25	...	...	0·76	0·60	...	...	1
0·28	0·19	0·38	0·35	0·29	0·30	0·67	0·51	...	...	0·50	0·34	0·09	0·05	8
2·36	2·48	0·96	1·21	1·36	0·92	1·52	1·10	...	...	3·09	3·02	0·11	0·09	8
0·92	1·04	0·30	0·35	0·16	0·19	...	...	...	...	1·11	1·00	...	...	10
0·96	1·02	0·27	0·27	0·35	0·37	0·01	0·04	...	...	0·12	0·14	...	...	1
1·19	1·33	0·27	0·27	0·15	0·15	0·04	0·06	...	...	0·62	—0·04	...	...	1
0·87	0·90	0·23	0·29	0·15	0·17	...	...	...	...	0·90	0·91	...	...	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	171 *b*.	172 *b*.		173 *b*.	
				TABLE E.—GENERAL CHARGES—*concld.*				
				PER CENT ON TOTAL EARNINGS—*concld.*				
Main head.	Sub-head.			Electric telegraph. Per cent.		Other charges (net). Per cent.		Total General charges. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		1·14	1·17	0·02	0·02	4·38	4·58
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		0·75	1·08	0·01	0·02	3·37	4·20
3	(*a*)	Eastern Bengal		1·16	0·94	0·01	0·01	5·05	3·69
4	(*a*) to (*d*)	East Indian		0·84	0·88	0·03	0·02	3·15	3·22
5	(*a*) to (*f*)	Great Indian Peninsula		0·22	1·14	0·02	0·02	3·16	3·94
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·89	0·93	0·03	0·05	4·32	4·79
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·72	0·87	...	...	4·61	5·28
8	(*a*) to (*j*)	North Western		0·97	1·00	0·03	0·08	3·05	3·24
9	(*a*) and (*b*)	Oudh and Rohilkhand		1·33	0·74	0·02	0·01	4·02	3·77
10	(*a*)	South Indian		0·98	1·04	0·01	0·14	4·35	4·52
		3′ 3¾″ GAUGE.							
11	(*a*)	Assam-Bengal		1·95	1·56	0·02	0·03	9·56	8·78
12	(*a*) and (*b*)	Bengal and North-Western		0·91	1·03	0·02	—0·05	3·70	4·09
14	(*a*) and (*b*)	Bhavnagar		1·12	1·54	0·03	...	6·15	8·05
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		1·02	1·22	...	0·01	3·86	4·85
15	(*a*) to (*c*)	Burma		1·10	1·48	0·02	0·01	5·43	7·31
3	(*b*) to (*d*)	Eastern Bengal		Included	with	the 5′ 6″	gauge.		
17	(*a*) and (*b*)	Gondal-Porbandar		1·40	1·82	0·05	0 05	5·93	8·75
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·90	1·48	0·01	0·01	6·11	10·03
18	(*a*)	Jamnagar		0·85	0·98	0·16	0·13	10·92	11·11
19	(*a*) to (*e*)	Jodhpur-Bikaner		1·24	1·17	0·04	0·05	3·44	3·60
20	(*a*)	Junagad		0·28	1·56	0·07	0·06	6·65	12·08
6	(*c*) to (*l*)	Madras and Southern Mahratta		1·41	1·76	0·06	0·03	5·38	6·46
10	(*c*)	Nilgiri		0·97	1·05	0·01	0·01	4·63	4·85
22	(*a*) and (*b*)	Rohilkund and Kumaon		0·94	0·97	0·03	0·02	5·41	6·06
10	(*f*)	Shoranur-Cochin		...	...	...	...	Included	with the
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·98	1·06	0·08	0·14	5·31	5·50
23	(*a*)	Udaipur-Chitorgarh		0·96	0·99	0·12	0·12	5·20	5·23
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2·90	3·02	...	...	9·79	10·77
8	(*k*)	Kalka-Simla		0·93	0·77	0·09	0·08	4·73	3·55
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai		3·65	3·50	0·13	0·25	15·10	13·23
10	(*j*)	Morappur-Dharmapuri		1·27	1·13	...	0·02	4·94	5·13
1	(*g*)	Purulia-Ranchi		1·29	1·66	...	...	5·32	6·44
1	(*h*)	Raipur-Dhamtari		0·99	1·13	...	...	7·87	8·53
10	(*k*)	Tirupattur-Krishnagiri		1·10	1·06	0 01	0·02	4·44	4·55

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics].

174		175		176		177		178		179		180		Number.
TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.												FROM APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY.		
PER CENT ON GROSS EARNINGS.														
Law charges.		Compensation.		Rates and taxes.		Payments to other lines.		Other charges (net).		Total special and miscellaneous expenses.		Average number of locomotives on the line.		Main head.
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·02	0·03	0·09	0·15	0·14	0·20	1·22	1·00	1·37	1·69	2·64	3·07	393	392	1
0·03	0·05	0·29	0·69	0·38	0·45	0·51	1·84	0·94	1·16	2 15	4·19	316	328	2
0·03	0·01	0·78	...	0·35	0·29	1·70	5·72	1·15	1·09	4·01	7·68	241	245	3
0·02	0·03	0·39	0·55	0·19	0·19	0·80	0·30	1·26	1·33	2·66	2·40	1,080	1,085	4
0·01	0 01	0·27	0·43	0·18	0·28	0·99	1·61	1·98	1·68	3·43	4·01	1,032	1,023	5
0 01	0·02	0·08	0·14	0·20	0·28	0·39	0·63	1·75	1·51	2·43	2·58	252	252	6
0·01	0·01	0·07	0·04	0·01	0·01	0·65	1·50	1·32	1·48	2·06	3·04	57	60	7
0·01	...	0·35	0 02	0·14	0·14	0·46	0·09	1·06	1·23	2·02	2 48	1,105	1,150	8
...	0·03	0·13	0·29	0·05	0·05	0·57	0·96	1·21	1·25	1·96	2·58	264	269	9
...	...	0·01	0 01	0·04	0·17	0·44	0·74	0·96	1·13	1·45	2·05	113	121	10
0.07	0·07	0·17	0·13	0·09	0·06	—*0·13*	0·09	4·05	1·60	4·25	1·95	109	109	11
0·02	0·02	0·14	0·26	0·05	0·04	0·49	—*0·85*	0·35	0·75	1·05	0·22	323	322	12
...	0·01	0·06	0·09	...	...	0·75	0·54	0·72	0·98	1·53	1·62	17	16	14
...	...	0·22	0·66	0·02	0·02	0·11	0·04	0·98	1·12	1·33	1 84	482	475	2
0·03	0·06	0·04	0·09	0·47	0·51	...	...	1·29	1·46	1·83	2·12	311	316	15
...	...	...	...	...	...	...	...	...	...	...	...	220	226	3
...	...	...	—*0·03*	...	...	1·99	4·43	0·50	1·17	2·49	5·57	14	13	17
0·02	0·02	0·05	0·09	0·02	0·02	0·12	0·26	0·62	1·69	0·83	2·08	60	61	7
...	0·01	0·01	0·02	...	...	1·83	2·08	0·73	0·85	2·57	2 96	3	3	18
...	...	0·12	0·16	...	...	3·48	6 63	0·56	0·28	4·16	7·07	70	81	19
0·01	0 50	0 01	0·28	...	...	0·02	...	0·91	1 11	0·95	1·39	8	8	20
...	...	0·15	0·22	—*0·01*	0·07	...	—*0·08*	1·74	1·59	1·88	1 80	283	290	6
...	...	...	0·01	0·36	1·10	...	...	0·99	1·38	1·35	2·49	13	13	10
—0·02	0·04	0·14	0·08	0·01	0·01	0·58	0·02	0·42	0·71	1·13	0·86	56	56	22
South Indian railway 3′ 3⅜″ gauge.														
...	...	0·07	0·13	0·35	0·40	0·28	0·11	1·84	2·06	2·54	2·71	272	272	19
...	...	0·01	0·03	...	...	1·39	1 52	2·03	0·65	3·43	2·20	4	4	23
0·05	0·02	0·08	0·15	...	...	—*0·59*	—*1·34*	1·55	1·63	1·09	0·46	60	59	1
...	...	0·40	0·70	0·34	0·08	1·15	1·12	1·09	0 94	3·58	2·84	27	28	8
0·02	...	0·21	0·39	...	...	...	...	3·15	3·65	3·38	4·04	29	26	8
...	...	...	...	...	0·35	...	...	2·15	2 60	2·15	2·95	3	3	10
0·02	0·04	0·03	0·09	0·10	0·25	...	...	0·37	0·51	0·32	0·89	3	3	1
...	...	0·13	0·14	...	...	...	1·80	0·56	0·61	0·69	2·55	4	5	1
...	...	...	...	...	0·22	...	...	1·31	1·96	1·31	2·18	3	2	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	181		182		183	
				FROM APPENDIX I					
Main head.	Sub-head.			Average miles run per locomotive *per diem*. Miles.		Actual weight of fuel (in terms Coaching. lbs.		Goods. lbs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		72·39	74·34	53·90	51·50	67·76	71·20
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		73·17	62·77	68·43	64·37	74·12	79·86
3	(*a*)	Eastern Bengal		69·58	76·93	57·50	58·62	89·96	84·97
4	(*a*) to (*d*)	East Indian		76·32	76·82	...	...	55·63	55·81
5	(*a*) to (*f*)	Great Indian Peninsula		65·53	66·21	58·87	59·51	84·71	82 64
6	(*a*) and (*b*)	Madras and Southern Mahratta		61·05	59·58	...	...	69·95	69·63
7	(*a*) and (*b*)	Nizam's Guaranteed State		79·67	75·62	48·52	47·79	63·69	62 04
8	(*a*) to (*j*)	North Western		70·67	63·48	...	...	65·66	64·45
9	(*a*) and (*b*)	Oudh and Rohilkhand		72·24	69·53	...	...	61·57	62 38
10	(*a*)	South Indian		53·77	51·08	46·52	49·84	66·48	64·05
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		63·15	64·94	...	...	46·10	44 94
12	(*a*) and (*b*)	Bengal and North-Western		66·86	63·51	...	...	44·23	40·40
14	(*a*) and (*b*)	Bhavnagar		100·78	83·01	...	...	32 40	32·21
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		63·79	59·00	—	...	44·22	43·57
15	(*a*) to (*c*)	Burma		74·37	59·66	38·25	42·03	45·12	53·33
3	(*b*) to (*d*)	Eastern Bengal		66·89	68 66	42·20	36·81	65·49	58 95
17	(*a*) and (*b*)	Gondal-Porbandar		107·53	92·47	...	...	45·08	38·41
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		75·90	65·79	39·17	37·77	44·86	42·16
18	(*a*)	Jamnagar		82·52	75·72	...	...	40·85	36·22
19	(*a*) to (*e*)	Jodhpur-Bikaner		92·22	85·57	...	...	46·52	50·27
20	(*a*)	Junagad		69·13	57·02	...	...	30·58	42·07
6	(*c*) to (*l*)	Madras and Southern Mahratta		74·34	67·68	...	...	44·18	43·33
10	(*c*)	Nilgiri		23·58	22·84	119·40	121·04	113·68	119·05
22	(*a*) and (*b*)	Rohilkund and Kumaon		70·18	69·20	...	...	43·51	39·39
10	(*f*)	Shoranur-Cochin		65·85	62·09	36·02	37·44	36·19	42·26
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		69·27	68 86	38·16	39·43	38·11	38·87
23	(*a*)	Udaipur-Chitorgarh		75·69	77·20	...	...	...	...
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		39·70	48·78	...	...	72·90	77·63
8	(*k*)	Kalka-Simla		31·40	36·99	...	...	53·05	53·46
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai		33·05	32·78	...	...	23·33	22·75
10	(*j*)	Morappur-Dharmapuri		33·07	39·64	...	...	...	25·92
1	(*g*)	Purulia-Ranchi		55·98	71·65	...	...	55·41	58·02
1	(*h*)	Raipur-Dhamtari		60·52	37·82	...	...	37·01	42·62
10	(*k*)	Tirupastur-Krishnagiri		38·59	52·14	...	...	21·58	...

DIX 11—*continued.*

during each half of the calendar year 1912.

prepare these statistics.]

184		185		186		187		188		189		190		
OF THE ANALYSIS OF WORKING OF EACH RAILWAY—*concld.*														Number.
of coal) per engine mile.		Average gross weight of trains—						Average through speed of trains—						
Mixed.		Coaching.		Goods.		Mixed.		Coaching.		Goods.		Mixed.		Main head.
lbs.		Tons.		Tons.		Tons.		Miles per hour.		Miles per hour.		Miles per hour.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	237·23	221·19	505·18	524·93	476·53	399·33	30·00	30·00	10·00	10·00	20·00	20·00	1
77·29	75·62	212·87	207·17	568·08	584·37	223·27	267·78	23·73	23·81	10·11	9·94	19·04	14·17	2
50·62	66·92	235·21	241·82	574·57	634·18	222·51	252·55	17·35	25·00	14·10	14·00	14·15	15·00	3
...	...	270·00	272·44	642·56	631·63	283·58	287·27	26·20	25·08	15·40	15·00	17·50	17·00	4
74·73	72·43	194·72	198·04	429·38	410·02	...	...	24·34	24·28	10·69	10·61	15·79	15·22	5
...	...	191·06	192·30	512·01	528·78	407·34	381·32	22·14	21·85	9·46	9·64	12·17	12·58	6
54·55	71·42	140·91	143·61	384·76	389·30	395·34	373·82	20·03	19·79	10·52	10·26	14·05	13·00	7
...	...	299·14	305·63	444·15	460·43	307·74	174·39	20·97	20·91	10·58	10·26	14·79	14·99	8
...	...	289·76	251·96	371·23	344·40	290·63	235·87	31·50	31·50	10·16	10·16	17·25	17·25	9
49·69	51·99	122·11	130·54	381·33	370·48	247·27	246·15	21·03	21·03	10·80	10·80	11·50	11·50	10
...	...	155·88	124·85	191·41	228·07	175·23	210·80	...	...	...	...	13·12	13·12	11
...	...	176·73	173·31	253·61	228·46	215·04	199·28	17·00	17·00	9·50	9·50	12·20	12·20	12
...	...	76·04	74·79	167·93	187·77	119·00	127·61	18·88	18·52	10·68	10·68	14·44	14·78	14
...	...	130·23	118·31	273·43	270·15	161·72	162·07	18·05	18·01	8·67	8·41	13·91	13·93	2
38·82	37·78	163·48	173·33	226·44	220·44	212·71	191·02	16·76	17·37	10·68	10·86	13·05	13·57	15
50·44	48·34	173·55	170·82	379·93	386·55	200·18	215·64	17·65	17·00	12·34	13·00	13·34	15·00	3
...	...	76·22	69·52	148·01	174·47	121·50	116·23	19·61	19·52	11·50	11·50	13·93	14·34	17
43·06	38·27	104·71	103·38	205·48	193·43	161·70	137·57	17·73	17·73	11·03	11·03	12·87	12·66	7
...	...	85·41	33·01	111·56	135·33	114·69	94·01	20·07	19·03	15·78	15·78	16·19	16·55	18
...	...	339·13	294·43	129·20	143·66	126·80	126·27	20·26	19·70	9·30	10·63	15·20	14·03	19
...	...	76·12	63·25	121·82	195·79	145·05	127·56	17·80	13·94	11·62	11·50	14·30	13·94	20
...	...	112·33	114·20	306·11	200·91	179·66	176·62	16·59	16·20	8·66	7·80	11·40	11·10	6
126·86	133·63	47·49	46·76	31·95	35·36	44·89	47·93	6·11	6·11	5·90	5·90	6·11	6·11	10
...	...	...	...	...	...	...	...	16·16	16·21	9·09	9·32	12·22	11·43	22
...	40·52	106·80	85·40	184·56	173·54	142·61	127·97	18·57	18·57	10·00	10·00	...	16·96	10
32·87	33·64	113·75	119·29	229·13	231·04	155·45	154·95	18·00	18·00	9·50	9·50	12·00	12·00	10
34·65	32·45	...	...	...	...	125·08	119·36	...	...	...	...	17·00	17·00	23
...	...	150·77	152·19	185·74	158·20	157·56	142·25	15·00	15·00	10·00	10·00	12·00	12·00	1
...	...	61·24	65·44	33·57	57·74	69·55	74·40	9·68	9·68	8·64	8·64	7·41	7·41	8
...	...	25·59	28·79	32·59	41·70	59·71	57·95	...	...	9·95	9·51	13·42	12·50	8
31·33	32·17	...	...	...	...	59·28	53·86	...	...	...	...	12·88	12·88	10
...	...	126·34	128·26	148·87	132·10	204·20	...	18·00	18·00	11·00	11·00	12·00	12·00	1
...	...	45·19	...	128·59	110·37	100·95	83·46	...	...	...	...	11·00	11·00	1
36·60	35·96	...	...	...	...	60·69	61·65	...	...	...	...	11·86	11·86	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	191		192	
				FROM APPENDIX II OF THE ANALYSIS OF WORKING OF EACH RAILWAY.			
				AVERAGE MILEAGE *per diem* OF—			
Main head.	Sub-head.			Coaching vehicles, including brakes. Miles.		Goods vehicles, including brakes. Miles.	
				1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.					
1	(*a*)	Bengal-Nagpur		148,789	156,754	463,293	431,505
2	(*a*) and (*c*) to (*f*)	Bombay, Baroda and Central India		162,749	161,283	327,721	254,664
3	(*a*)	Eastern Bengal		94,553	104,281	148,870	195,384
4	(*a*) to (*d*)	East Indian		417,811	435 219	1,460,130	1,466,241
5	(*a*) to (*f*)	Great Indian Peninsula		356,255	365,463	831,113	881,092
6	(*a*) and (*b*)	Madras and Southern Mahratta		96,070	96,027	186,465	175,479
7	(*a*) and (*b*)	Nizam's Guaranteed State		20,122	19,532	59,561	55,172
8	(*a*) to (*j*)	North Western		494,340	505,308	1,180,931	981,957
9	(*a*) and (*b*)	Oudh and Rohilkhand		141,428	116,786	184,588	163,159
10	(*a*)	South Indian		33,891	34,769	52,698	49,818
		3′ 3¾″ GAUGE.					
11	(*a*)	Assam-Bengal		46,722	51,666	50,323	74,898
12	(*a*) and (*b*)	Bengal and North-Western		223,047	231,704	522,911	272,202
14	(*a*) and (*b*)	Bhavnagar		12,310	12,360	21,137	10,419
2	(*b*) and (*g*) to (*l*)	Bombay, Baroda and Central India		246,231	240,418	548,770	390,002
15	(*a*) to (*c*)	Burma		150,631	152,666	276,288	202,408
3	(*b*) to (*d*)	Eastern Bengal		102,765	120 443	167,658	161,946
17	(*a*) and (*b*)	Gondal-Porbandar		11,836	11,460	14,170	7,661
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		27,727	26,948	44,788	37,592
18	(*a*)	Jamnagar		2,135	2,382	1,101	691
19	(*a*) to (*e*)	Jodhpur-Bikaner		48,016	48,933	107,368	193,970
20	(*a*)	Junagad		4,762	4,110	6,552	4,412
6	(*c*) to (*l*)	Madras and Southern Mahratta		129,649	131,116	263,679	230,227
10	(*c*)	Nilgiri		1,039	1,055	614	588
22	(*a*) and (*b*)	Rohilkund and Kumaon		29,216	31,015	40,568	36,372
10	(*f*)	Shoranur-Cochin		5,332	4,735	6,745	5,640
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		171,632	175,818	180,712	175,411
23	(*a*)	Udaipur-Chitorgarh		3,068	3,378	2,069	1,602
		2′ 6″ GAUGE.					
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		19,117	22,177	30,479	29,517
8	(*k*)	Kalka-Simla		2,821	3,686	3,079	3,788
8	(*l*) and (*m*)	Kohat-Thal and Nowahera-Durgai		5,295	5,533	3,681	3,243
10	(*j*)	Morappur-Dharmapuri.		1,008	1,033	573	433
1	(*g*)	Purulia-Ranchi		5,732	6,477	4,283	3,164
1	(*h*)	Raipur-Dhamtari		1,179	1,118	2,253	1,693
10	(*k*)	Tirupattur-Krishnagiri		978	920	578	536

DIX 11—*concluded.*

during each half of the calendar year 1912.

prepare these statistics.]

193		194		195		196		
FROM APPENDIX V OF THE ANALYSIS OF WORKING OF EACH RAILWAY.								Number.
AVERAGE AGE OF SLEEPERS—				PERCENTAGE OF REMOVALS.				
Wood.		Iron.		Wood.		Iron.		Main head.
Years.		Years.		Per cent.		Per cent.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
8·05	8·28	13·67	14·09	1·00	1·85	1·04	1·09	1
11·59	8·45	13·17	11·89	3·97	5·68	0·55	0·78	2
7·00	7·00	15·50	15·00	2·57	2·88	17·89	1·15	3
10·46	10·25	...	...	2·98	2·36	...	...	4
...	...	...	...	1·59	1·74	2·33	2·35	5
11·33	11·49	...	...	3·01	2·70	...	...	6
...	...	...	...	...	...	...	...	7
1·16	1·58	8·86	8·38	3·12	1·59	3·31	2·32	8
1·55	1·96	12·84	11·80	4·19	3·78	10·96	9·97	9
8·55	8·86	31·06	31·36	4·97	2·17	0·10	0·54	10
...	...	...	...	3·20	3·06	...	...	11
10·43	10·59	...	...	2·94	2·37	...	...	12
11·78	11·98	...	...	1·76	2·50	...	...	14
11·00	10·50	24·50	23·00	2·28	4·36	0·52	0·77	2
10·61	10·75	...	...	3·36	3·03	...	...	15
10·00	10·00	9·00	9·00	2·69	1·74	0·30	0·02	3
12·35	13·15	21·45	21·94	0·42	0·89	0·21	...	17
...	...	...	...	...	...	...	...	7
10·35	10·33	...	...	3·23	5·43	...	...	15
...	...	16·50	17·00	...	...	0·02	0·22	19
11·30	11·67	...	...	0·20	0·84	...	...	20
11·00	11·00	19·50	19·50	3·93	2·93	0·25	1·45	* 6
6·39	6·83	...	...	1·58	0·93	...	...	10
13·84	14·19	...	...	1·11	1·23	...	...	22
7·30	7·31	...	...	5·55	6·50	...	...	10
7·32	7·51	19·44	19·21	2·50	2 62	0·38	2·44	10
...	...	...	...	...	...	...	...	23
5·99	6·43	0·76	1·26	0·59	0·51	...	...	1
4·03	4·48	...	...	1·70	0·67	...	...	8
7·01	7·33	7·19	7·52	0·01	2·15	0·01	1·98	8
5·72	6·07	...	...	2·74	2·46	...	...	10
4·22	5·41	...	...	0·16	0·11	...	...	1
11·06	10·88	...	...	6·39	5·97	...	...	1
6·56	7·05	...	...	0·34	0·16	...	...	10

APPEN

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway (Detailed in "Index" to Appendix 2.)		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
						Average cost per ton.			Average cost per ton.	
Main head.	Sub-head.				Actual quantity in tons.	Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	Actual quantity in tons.	Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
		5′ 6″ GAUGE.				Rs.	Rs.		Rs.	Rs.
				1905	...	...	...	177,960	5·31	2·49
				1906	...	...	...	199,707	5·34	2·37
				1907	...	...	...	229,332	6·65	3·84
				1908	...	...	...	230,250	7·39	4·58
1	(*a*)	Bengal-Nagpur ...	Bengal, Berar and the Central Provinces.	1909	...	...	...	215,643	7·76	4·89
				1910	...	...	...	230,722	7·52	4·79
				1911	...	...	...	263,083	6·41	3·53
				1912	...	...	...	305,342	5·62	2·70
				1905	12,621	17·13	*a*	75,769	15·06	*a*
				1906	28,692	21·67	*a*	64,635	14·67	*a*
				1907	34,899	22·05	*a*	73,436	15·79	*a*
				1908	17,874	23·75	*a*	103,709	15·81	*a*
2	(*a*) & (*c*) to (*f*)	Bombay, Baroda and Central India.	Australia, England, Bengal and Singareni.	1909	16,311	21·64	*a*	131,133	17·63	*a*
				1910	17,882	20·42	*a*	152,890	17·66	*a*
				1911	18,333	21·18	*a*	192,317	15·59	*a*
				1912	17,504	22·16	*a*	230,586	15·76	*a*
				1905	...	...	...	90,396	*a*	2·39
				1906	...	...	...	119,032	5·68	2·48
				1907	...	...	...	142,012	6·20	3·44
				1908	...	...	...	157,812	6·91	4·35
3	(*a*)	Eastern Bengal ...	Bengal ...	1909	...	...	...	156,489	7·92	5·17
				1910	...	...	...	156,140	5·70	2·84
				1911	...	...	...	169,711	5·42	2·62
				1912	...	...	...	192,223	5·56	2·78
				1905	...	...	...	505,915	4·00	1·92
				1906	...	...	...	533,758	3·67	1·85
				1907	...	...	...	600,045	4·47	2·53
				1908	...	...	...	690,572	5·05	2·74
4	(*a*) to (*d*)	East Indian ...	Bengal ...	1909	...	...	...	607,671	4·90	2·78
				1910	...	...	...	610,754	4·78	2·78
				1911	...	...	...	685,737	5·21	2·84
				1912	...	...	...	754,718	4·35	2·31
				1905	329	18·61	*a*	433,400	11·22	*a*
				1906	641	19·43	*a*	477,263	11·75	*a*
				1907	103	22·28	*a*	567,758	12·04	*a*
				1908	8,277	24·18	*a*	538,155	12·77	*a*
5	(*a*) to (*f*)	Great Indian Peninsula.	Africa, Australia, England, Holland, Japan, Bengal, Central India, Central Provinces and Singareni.	1909	13,235	20·98	*a*	615,966	13·04	*a*
				1910	13,110	19·86	*a*	678,390	12·51	*a*
				1911	8,177	16·20	*a*	748,253	11·66	*a*
				1912	68,498	20·00	*a*	763,034	11·22	*a*
...	...	Madras ...	Bengal and Singareni.	1905	...	...	...	156,312	10·23	*a*
				1906	...	...	...	157,031	10·52	*a*
				1907	...	...	...	165,282	13·38	*a*
				1908	3,971	15·16	*a*	156,464	12·02	5·22
				1909	10,095	16·64	*a*	151,439	12·06	5·15
6	(*a*) & (*b*)	Madras and Southern Mahratta.	Africa, Australia, Bengal and Singareni.	1910	1,858	18·80	*a*	163,583	12·43	4·76
				1911	...	...	...	160,362	11·87	4·32
				1912	717	15·71	4·50	170,098	12·69	4·27
				1905	...	...	...	24,900	5·84	4·56
				1906	...	...	...	26,919	5·59	4·50
				1907	...	...	...	29,345	5·58	4·50
				1908	...	...	...	32,632	5·79	4·72
7	(*a*) & (*b*)	Nizam's Guaranteed State.	Singareni ...	1909	...	...	...	36,041	5·83	4·75
				1910	...	...	...	40,156	6·22	5·21
				1911	...	...	...	41,140	6·30	5·25
				1912	...	...	...	41,441	6·32	5·25

DIX 12.

and price paid per ton during the calendar years 1905 to 1912.

where they differ from the corresponding figures in the earlier Reports.

Locomotives and cost per ton.							
Wood.			Average cost per ton of all fuel consumed by locomotives excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).			Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to the locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
237	4·85	4·83	2·49	74·83	63·71	648·19	198·34	
163	4·56	4·56	2·37	73·48	61·09	624·02	192·58	
45	4·58	4·58	3·84	81·29	65·65	631·70	204·69	
...	...	...	4·58	88·07	66·27	581·42	198·25	
...	...	...	4·89	76·30	61·17	534·61	179·55	
...	...	...	4·79	74·25	59·95	519·70	167·78	
166	8·76	8·76	3·53	76·08	62·34	504·90	163·62	
...	...	...	2·70	79·70	64·90	535·79	173·35	
2,494	4·16	2·98	*a*	57·81	48·43	514·00	149·83	*a* Information not available.
2,491	4·77	3·27	*a*	57·18	47·42	478·62	142·15	
2,664	6·20	4·79	*a*	57·43	47·54	447·59	138·81	
2,330	5·16	3·95	*a*	63·35	52·29	636·20	167·18	
2,941	5·15	3·98	*a*	69·05	56·74	657·71	174·98	
3,409	6·82	5·45	*a*	71·97	59·77	651·81	175·08	
3,700	7·13	5·55	*a*	75·61	63·67	715·19	179·44	
3,703	6·37	4·85	*a*	84·05	69·91	679·98	187·71	
...	...	...	2·39	73·28	58·59	975·41	232·28	
...	...	...	2·48	80·26	54·73	998·98	249·48	
...	...	...	3·44	84·57	58·90	1,097·67	238·91	
...	...	...	4·35	91·41	64·29	1,216·45	258·65	
...	...	...	5·17	89·94	61·62	1,127·17	231·16	
...	...	...	2·94	89·90	61·29	1,175·35	240·39	
...	...	...	2·62	89·79	63·19	1,044·13	232·92	
...	...	...	2·78	97·40	66·03	1,181·42	254·35	
...	...	...	1·92	69·75	52·07	431·67	145·77	
...	...	...	1·85	68·79	51·07	426·80	141·43	
...	...	...	2·58	69·89	51·80	453·95	145·93	
...	...	...	2·74	73·98	55·15	479·94	151·77	
...	...	...	2·78	70·11	53·25	426·77	139·31	
...	...	...	2·78	70·06	52·93	384·90	129·85	
...	...	...	2·84	72·48	54·89	390·94	132·80	
...	...	...	2·81	74·04	55·72	365·50	131·02	
4,892	5·48	3·51	*a*	67·43	59·09	755·74	200·52	
4,485	6·21	4·01	*a*	68·43	59·73	754·29	195·91	
4,666	6·61	4·37	*a*	71·83	62·71	770·91	203·61	
4,470	6·64	4·57	*a*	78·31	67·95	925·51	221·25	
2,089	6·19	4·22	*a*	80·23	69·72	866·27	216·35	
1,548	7·00	4·75	*a*	83·07	71·59	792·22	213·17	
2,415	6·57	4·60	*a*	85·30	72·97	815·41	219·00	
2,843	6·55	4·45	*a*	88·57	75·07	771·42	219·66	
42,059	4·48	3·98	*a*	75·00	63·35	874·82	221·69	
31,115	4·84	4·09	*a*	75·06	63·74	895·19	228·97	
16,074	5·17	4·21	*a*	71·51	60·84	934·55	227·11	
6,587	5·53	4·50	*a*	79·52	68·25	1,190·17	261·72	
7,597	6·40	4·81	*a*	85·48	73·06	1,080·32	261·11	
7,375	6·91	4·96	*a*	85·28	71·46	1,001·83	238·90	
4,761	6·95	5·30	4·42	83·44	68·61	904·15	222·10	
4,145	7·02	5·47	4·37	84·27	69·79	836·20	207·45	
...	...	...	4·50	57·30	48·19	516·05	154·58	
...	...	...	4·50	56·24	47·98	504·29	153·51	
...	...	...	4·50	57·38	49·20	500·25	156·90	
...	...	...	4·72	63·64	54·21	591·48	178·03	
...	...	...	4·75	66·37	56·37	693·58	191·53	
...	...	...	5·21	61·78	52·70	611·68	178·75	
...	...	...	5·25	63·91	55·89	576·79	175·95	
...	...	...	5·25	64·77	56·57	623·27	182·71	

APPEN

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 9.)		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
						Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		5′ 6″ GAUGE—*concld.*				Rs.	Rs.		Rs.	Rs.
				1905	2,374	26·10	*a*	431,519	16·48	3·37
				1906	2,872	26·12	*a*	476,377	16·30	3·98
				1907	6,337	25·84	*a*	591,586	16·21	4·48
				1908	1,693	24·44	*a*	623,189	17·27	5·19
8	(*a*) to (*f*)	North Western ...	Africa, England, Bengal, Baluchistan and the Punjab.	1909	11,540	22·37	*a*	707,148	17·64	5·18
				1910	131	25·07	*a*	674,186	15·56	3·83
				1911	346	24·55	*a*	732,106	13·42	35 1
				1912	16,220	22·79	*a*	783,577	13·92	3·29
				1905	...	...	...	131,424	10·92	2·13
				1906	...	...	...	142,729	14·53	2·48
				1907	...	...	...	152,831	10·31	3·78
				1908	...	...	...	150,670	11·77	4·99
9	(*a*) & (*b*)	Oudh & Rohilkhand	Bengal ...	1909	...	...	...	151,545	10·61	4·77
				1910	...	...	...	155,147	9·07	2·58
				1911	...	...	...	177,571	8·38	2·39
				1912	...	...	...	191,589	8·45	2·58
				1908	...	...	...	45,899	18·59	4·60
				1909	20	28·97	*a*	52,756	16·25	3·02
10	(*a*)	South Indian ...	Africa, Bengal and Singareni.	1910	20	23·88	*a*	48,227	16·54	2·98
				1911	...	...	...	46,995	15·57	3·15
				1912	...	...	...	55,060	15·52	3·17
		3′ 3¾″ GAUGE.								
				1905	...	...	...	31,778	10·35	*a*
				1906	...	...	...	37,185	10·30	*a*
				1907	...	...	...	43,273	11·13	*a*
				1908	...	...	...	44,134	11·98	*a*
11	(*a*)	Assam-Bengal ...	Scotland, Assam and Bengal. ...	1909	200	12·69	*a*	43,882	11·56	*a*
				1910	...	...	...	42,756	11·23	*a*
				1911	...	...	...	46,836	10·74	*a*
				1912	...	...	...	47,839	10·84	*a*
				1905	...	...	...	85,854	7·29	2·42
				1906	...	...	...	98,124	7·97	2·83
				1907	...	...	...	111,280	8·82	3·73
				1908	...	...	...	112,664	8·92	4·21
12	(*a*) & (*b*)	Bengal and North-Western.	Bengal ...	1909	...	...	...	117,323	9·98	5·18
				1910	...	...	...	123,475	8·65	4·07
				1911	...	...	...	133,898	7·61	2·96
				1912	...	...	...	145,476	7·92	2·96
				1905	...	...	...	3,652	11·41	2·69
				1906	...	...	...	3,876	10·98	2·75
				1907	...	...	...	3,852	11·86	4·25
				1908	...	...	...	3,629	10·85	4·50
13	(*a*) & (*b*)	Bengal Docars ...	Assam, Bengal, Behar, and Orissa.	1909	...	...	...	4,088	10·28	4·50
				1910	...	...	...	4,201	11·08	3·50
				1911	...	...	...	4,479	9·70	2·79
				1912	...	...	...	5,414	9·59	2·62
14	(*a*) & (*b*)	Bhavnagar ...	England and Bengal.	1911	142	*b* 23·92	*a*	7,049	*b* 14·46	*a*
				1912	...	...	...	8,175	*b* 15·67	*a*
				1905	5	*b* 28·23	*a*	8,010	*b* 14·07	*a*
				1906	...	...	...	9,050	*b* 13·54	*a*
				1907	...	...	...	10,055	*b* 15·28	*a*
...	...	Bhavnagar-Gondal-Junagad Porbandar.	Australia, England, and Bengal.	1908	1,984	*b* 20·48	*a*	12,386	*b* 16·00	*a*
				1909	10,997	*b* 22·84	*a*	995	*b* 15·22	*a*
				1910	11,851	*b* 24·10	*a*	2,598	*b* 14·20	*a*

DIX 12.

and price paid per ton during the calendar years 1905 to 1912.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine shed where issued to the locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
76,469	6·35	5·23	*a*	59·82	52·16	541·06	172·02	*a* Information not available.
77,196	6·51	5·45	*a*	63·32	53·67	551·86	178·04	
19,915	7·75	5·58	*a*	68·23	57·57	567·88	182·69	
5,114	8·14	6·47	*a*	71·11	58·91	844·92	212·06	
3,953	9·34	7·38	*a*	80·58	65·85	775·02	217·85	
3,792	9·15	7·44	*a*	76·37	62·10	694·92	196·10	
7,962	6·25	4·38	*a*	77·70	63·33	690·47	189·74	
8,175	6·80	4·01	*a*	80·85	65·08	620·77	178·84	
...	...	...	2·13	59·16	50·26	919·25	192·32	
...	...	...	2·48	61·69	52·24	929·53	204·73	
...	...	...	3·78	64·58	54·16	908·31	208·35	
...	...	...	4·99	68·32	57·60	1,007·73	213·56	
...	...	...	4·77	68·31	58·34	1,029·27	205·81	
...	...	...	2·58	66·86	57·18	963·07	189·04	
...	...	...	2·39	69·48	59·71	1,035·34	202·41	
...	...	...	2·58	71·81	61·97	861·43	201·48	
2,664	4·08	3·91	4·71	74·09	63·17	1,225·22	286·32	
4,241	4·23	4·19	*a*	70·03	61·02	1,151·68	294·15	
4,616	4·28	4·24	*a*	63·32	55·37	1,067·66	236·42	
4,975	4·36	4·54	3·46	59·80	53·03	876·17	207·93	
5,238	4·51	4·50	3·46	64·04	57·02	967·67	218·56	
...	...	...	*a*	47·94	38·93	1,063·16	265·00	
...	...	...	*a*	52·12	39·81	883·03	251·10	
...	...	...	*a*	54·72	41·37	894·98	253·43	
...	...	...	*a*	52·04	39·93	909·66	250·94	
...	...	...	*a*	55·21	42·58	853·78	249·91	
...	...	...	*a*	53·61	42·23	794·73	245·85	
...	...	...	*a*	56·82	45·95	852·44	259·34	
...	...	...	*a*	55·31	44·90	806 61	230·34	
303	5·06	4·65	2·44	42·18	34·60	749·47	196·52	
1,408	4·59	4·16	2·87	44·32	36·33	716·55	197·14	
6,696	5·24	4·83	3·92	46·40	37·77	706·34	198·16	
11,936	4·61	4·20	4·46	46·10	37·42	804·64	206·22	
3,483	4·60	4·19	5·24	47·30	38·31	827·45	207·93	
2,657	4·49	4·08	4·12	48·09	39·89	823·23	203·58	
669	4·49	4·08	2·97	50·14	41·57	782·62	205·57	
...	...	...	2·96	50·95	42·36	734 67	202·17	
...	...	...	2·69	30·52	28·78	*a*	*a*	
...	...	...	2·75	35·56	32·96	*a*	*a*	
...	...	...	4·25	35·09	32·56	*a*	*a*	
...	...	...	4·50	39·59	37·01	953·55	*a*	
...	...	...	4·50	42·79	40·49	1,164·71	*a*	
...	...	...	3·50	41·55	38·92	1,073·95	*a*	
...	...	...	2·79	41·46	38·74	1,020·13	*a*	
...	...	...	2·62	45·33	42·47	612·14	*a*	
c 56	11·71	11·71	*a*	37·75	33·89	1,073·37	226 72	
c 62	12·00	1 2·00	*a*	37 61	32·32	1,051·56	223·21	
53	7·50	7·50	*a*	32·09	29·03	816·07	179·85	*b* Excludes freight over home line.
91	8·03	8·03	*a*	33·45	30·25	840·55	186·52	
108	9·00	9·00	*a*	30·30	27·67	815·63	178·43	
132	9·03	9·03	*a*	34·70	32·21	1,040·31	215·75	*c* Old sleepers used for lighting purposes.
140	10·18	10·18	*a*	27·02	25·05	962·74	162·33	
154	11·00	11·00	*a*	31·48	29·03	1,050·22	207·12	

APPEN

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 9).		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed, by					
					Foreign coal.			Indian coal.		
						Average cost per ton.			Average cost per ton.	
Main head.	Sub-head.				Actual quantity in tons.	Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	Actual quantity in tons.	Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
		3' 3¾" GAUGE—*contd.*				Rs.	Rs.		Rs.	Rs.
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	Africa, Bengal and Singareni.	1905	...	...	...	134,200	16·87	4·03
				1906	...	...	...	145,087	17·70	4·77
				1907	...	...	...	156,612	14·53	4·94
				1908	...	...	...	155,809	14·80	6·39
				1909	...	...	...	158,849	14·75	5·14
				1910	...	...	...	161,195	13·72	5·06
				1911	...	...	...	180,013	14·00	5·43
				1912	10,612	24·35	*a*	205,368	14·16	4·30
15	(*a*) to (*c*)	Burma	England and Bengal	1905	348	23·16	*a*	95,711	12·28	*a*
				1906	83	23·32	*a*	94,784	12·81	*a*
				1907	2,183	22·95	*a*	96,576	13·05	*a*
				1908	1,721	22·74	*a*	104,359	14·29	*a*
				1909	1,158	22·60	*a*	105,791	14·84	*a*
				1910	...	...	...	110,597	13·50	*a*
				1911	...	...	...	113,100	12·48	*a*
				1912	...	...	...	118,695	12·16	*a*
...	...	Deoghar ...	Bengal ...	1905	...	...	...	*a*	*a*	*a*
				1906	...	...	...	*a*	*a*	*a*
				1907	...	...	...	330	6·79	4·61
				1908	...	...	...	314	8·97	7·00
				1909	...	...	...	395	6·50	4·50
				1910	...	...	...	*a*	*a*	*a*
				1911	...	...	...	*c*	*c*	*c*
16	(*a*) & (*b*)	Dibru-Sadiya ...	Assam... ...	1905	...	...	...	5,568	8·50	*a*
				1906	...	...	...	6,663	8·50	*a*
				1907	...	...	...	7,455	8·50	*a*
				1908	...	...	...	7,663	8·50	*a*
				1909	...	...	...	8,672	8·50	*a*
				1910	...	...	...	9,681	8·50	*a*
				1911	...	...	...	9,981	8·50	*a*
				1912	...	...	...	10,508	8·50	*a*
3	(*b*) to (*d*)	Eastern Bengal ...	Assam and Bengal ...	1905	...	...	...	48,662	*a*	3·19
				1906	...	...	...	57,527	7·86	3·92
				1907	...	...	...	60,909	8·29	4·61
				1908	...	...	...	78,014	8·30	4·27
				1909	...	...	...	89,611	8·39	4·63
				1910	...	...	...	100,448	7·90	3·26
				1911	...	...	...	114,411	8·28	2·73
				1912	...	...	...	127,121	8·62	2·75
17	(*a*) & (*b*)	Gondal-Porbandar ...	England and Bengal.	1911	198	23·87	*a*	8,517	13·62	*a*
				1912	...	...	...	9,077	17·19	*a*
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	Singareni ...	1905	...	...	...	16,686	7·86	4·50
				1906	...	...	...	15,688	7·83	4·50
				1907	...	...	...	15,101	7·89	4·50
				1908	...	...	...	18,311	7·98	4·73
				1909	...	...	...	18,990	7·98	4·75
				1910	...	...	...	22,410	8·49	5·23
				1911	...	...	...	23,904	8·49	5·25
				1912	...	...	...	26,825	8·54	5·35
18	(*a*)	Jamnagar ...	England and Bengal	1911	24	24·50	*a*	1,534	18·39	*a*
				1912	...	...	...	1,492	20·53	*a*

DIX 12—*contd.*

and price paid per ton during the calendar years 1905 to 1912.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine shed where issued to the locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 frieght ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
b 2,055	5·00	5·00	4·08	40·27	34·74	485·11	171·85	
b 1,126	5·00	5·00	4·79	40·33	34·84	527 34	174·25	
b 1,232	5·00	5 00	4 96	40·82	35·29	552·15	175 01	
b 1,088	5·00	5·00	6·41	43 07	37·04	692·23	195·75	
b 1,139	5·00	5·00	5·16	46·41	39·68	680·71	199·50	
b 995	5·00	5·00	5·08	46·39	39 72	651·04	195·85	
b 1,536	5·00	5·00	5·44	48·24	41·92	698 66	200·14	
b 751	4·99	4·93	*a*	50·35	43·92	647·19	199·02	
28,903	5·06	4·14	*a*	50·38	41·49	959·94	237·11	*a* Information not available.
22,912	4·74	3·94	*a*	45·51	37·66	836 51	211 50	
18,564	4·40	3·58	*a*	44·02	36·21	795·92	197 79	
19,336	4 36	3·64	*a*	43·07	35·39	806 90	199·93	
21,739	5·22	4·51	*a*	42·22	34·69	800·83	194·74	*b* Old sleepers used for lighting purposes.
21,992	5·74	5·07	*a*	42·64	34·71	756·74	184 21	
21,153	5·39	4·12	*a*	42·15	33·87	796·53	182·37	
13,813	5·39	4·33	*a*	45·92	37 15	720 05	184·05	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	4·61	46·38	46·38	*a*	*a*	
...	...	...	7·00	46·00	46·00	*a*	*a*	
...	...	...	4·50	54·00	54·00	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*c*	*c*	*c*	*c*	*c*	*c* Included with the East Indian railway, *vide* No. 4 (*a*) to (*d*).
4	2·11	2·11	*a*	51·41	33·71	*a*	*a*	
...	...	...	*a*	55·06	36·33	*a*	*a*	
...	...	...	*a*	59·80	38·26	*a*	*a*	
...	...	...	*a*	62 17	37·16	*a*	*a*	
...	...	...	*a*	72·18	38·83	*a*	*a*	
...	...	...	*a*	72·80	40·90	*a*	*a*	
...	...	...	*a*	70·31	40·01	*a*	*a*	
...	...	...	*a*	70·51	39·39	*a*	*a*	
...	...	...	3·19	46·88	36·52	805·30	227·73	
...	...	...	3·92	48·90	38·04	857 53	246·92	
...	...	...	4·61	46·31	35·76	801·13	219·23	
...	...	...	4·27	58·57	44·84	970 28	262·28	
...	...	...	4·63	63·15	48·27	1,109·05	273·25	
...	...	...	3·26	63·40	49·01	1,138·82	286·51	
...	...	...	2·73	65·48	50·55	1,147·71	279·46	
...	...	...	2·75	65 95	51·47	1,167·61	263·86	
72	11·67	*a*	*a*	45·26	41·99	1,452·11	276·19	
75	12·07	*a*	*a*	46·18	42·01	2,078·91	316·91	
...	...	...	4·50	39·50	35·70	825·63	201·96	
...	...	...	4·50	37·59	33·68	753·84	194·36	
...	...	...	4·50	35·06	31·36	697 34	179 20	
...	...	...	4·78	37·12	33·38	816·24	201·49	
...	...	...	4·75	39·34	35·48	875·84	213·31	
...	...	...	5·23	41·08	37·12	873·80	222·79	
...	...	...	5·25	44·66	39·71	969·30	240·71	
...	...	...	5·25	43·29	37·94	855 07	221·56	
9	12·00	12·00	*a*	45·61	39·69	2,188·35	317·31	
14	11·52	11·52	*a*	44·48	38·62	2,212·48	315·63	

APPEN

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 9.)		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
						Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		3' 3⅜" GAUGE—*concld.*				Rs.	Rs.		Rs.	Rs.
19	(*a*) to (*e*)	Jodhpur-Bikaner ...	Africa, Australia, Bengal and Rajputana.	1905	...	...	...	24,689	12·22	5·30
				1906	...	...	...	28,369	13·16	3·02
				1907	...	...	...	27,688	15·03	6·91
				1908	...	...	...	23,946	14·92	6·50
				1909	3,551	18·39	*a*	24,776	14·01	6·15
				1910	...	...	...	32,322	14·69	5·02
				1911	...	...	...	42,095	14·36	2·03
				1912	...	...	...	53,908	11·86	5·09
20	(*a*)	Junagad ...	England and Bengal	1911	90	*a*	*a*	2,461	13·45	*a*
				1912	...	...	...	2,938	18·75	*a*
6	(*c*) to (*l*)	Madras and Southern Mahratta.	Africa, Australia, Bengal and Singareni.	1908	36,177	22·50	*a*	51,748	14·95	5·89
				1909	12,245	20·00	*a*	89,539	14·55	5·55
				1910	1,599	20·32	*a*	106,553	14·71	4·08
				1911	...	...	...	119,305	13·68	4·31
				1912	...	...	...	120,741	13·73	4·93
21	(*a*)	Morvi	Bengal ...	1905	...	...	...	1,796	18·34	*a*
				1906	...	...	...	1,102	17·25	*a*
				1907	...	...	...	1,264	17·54	*a*
				1908	...	...	...	2,523	17·40	5·25
				1909	...	...	...	2,462	17·15	5·00
				1910	...	...	...	2,569	14·56	2·37
				1911	...	...	...	2,278	14·75	2·19
				1912	...	...	...	3,554	15·50	2·50
...	...	Nilgiri and Shoranur Cochin.	England, Bengal and Singareni.	1905	2,547	24·38	*a*	284	12·48	4·25
				1906	2,580	25·13	*a*	121	13·65	4·75
				1907	2,435	25·71	*a*	337	17·01	3·57
				1908	*c*	*c*	*c*	*c*	*c*	*c*
22	(*a*) & (*b*)	Rohilkund and Kumaon.	Bengal ...	1905	...	...	...	8,943	11·11	2·35
				1906	...	...	...	8,749	11·85	2·75
				1907	...	...	...	6,681	12·31	4·25
				1908	...	...	...	6,575	12·55	4·25
				1909	...	...	...	12,686	11·23	4·07
				1910	...	...	...	12,596	9·55	2·56
				1911	...	...	...	16,231	9·14	2·49
				1912	...	...	...	25,332	9·23	2·27
10	(*b*) to (*i*)	South Indian ...	Africa, Australia, and Bengal.	1905	...	...	...	72,314	12·42	3·19
				1906	...	...	...	73,541	12·53	3·33
				1907	...	...	...	81,162	13·66	4·44
				1908	3,404	31·52	*a*	81,450	13·33	6·20
				1909	5,267	24·53	*a*	89,775	15·13	6·16
				1910	5,896	23·71	*a*	93,077	14·54	5·72
				1911	4,813	25·10	*a*	109,826	14·68	5·77
				1912	5,020	27·30	*a*	112,887	14·55	4·91
...	...	Southern Mahratta...	England, Bengal and Singareni.	1905	...	...	...	43,125	13·08	*a*
				1906	2,418	18·08	*a*	53,037	13·00	4·29
				1907	4,112	20·72	*a*	61,234	13·91	5·03
				1908	*d*	*d*	*d*	*d*	*d*	*d*
23	(*a*)	Udaipur-Chitorgarh...	Bengal ...	1905	...	...	...	761	18·28	5·75
				1906	...	...	...	907	18·69	5·75
				1907	...	...	...	932	16·11	5·00
				1908	...	...	...	890	16·78	5·00
				1909	...	...	...	873	16·00	5·00
				1910	...	...	...	954	15·87	3·00
				1911	...	...	...	1,114	12·75	2·75
				1912	...	...	...	1,670	12·52	3·75

DIX 12—*contd.*

and price paid per ton during the calendar years 1905 to 1912.

where they differ from the corresponding figures in the earlier Reports.

Locomotives and cost per ton.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Wood.								
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine shed where issued to the locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
155	3·90	3·90	5·31	51·51	48·39	876·54	246·73	
168	3·71	3·71	8·02	48·36	45·57	806·95	237·56	
171	5·18	5·18	6·92	48·83	46·03	900·25	244·07	
178	5·32	5·32	6·51	46·79	43·52	1,029·75	248·50	
187	5·72	5·72	*a*	41·59	38·53	941·78	215·54	
194	4·90	4·90	5·03	42·38	39·24	827·80	204·56	
226	6·26	6·26	2·65	47·25	43·55	809·47	210·00	
286	10·11	10·11	5·05	53·04	48·50	853·18	230·50	
b 50	10·00	10·00	*a*	40·04	36·03	1,223·90	229·24	
32	10·00	10·00	*a*	42·27	35·80	1,116·71	226·26	
50,768	5·33	4·52	*a*	43·22	37·86	780·44	224·67	*a* Information not *available.*
40,979	5·59	4·60	*a*	46·07	40·52	808·51	234·31	
42,534	5·49	4·64	*a*	47·72	41·45	828·56	237·46	
51,464	5·50	4·75	5·42	50·00	43·14	887·45	248·51	
53,052	5·69	4·76	6·06	50·71	45·77	912·91	246·52	
62	4·77	*a*	*a*	32·47	31·55	*a*	*a*	
15	10·89	*a*	*a*	37·66	37·00	*a*	*a*	*b* Old sleepers used for lighting purposes.
34	9·26	*a*	*a*	30·49	29·80	*a*	*a*	
45	10·50	*a*	*a*	33·15	32·58	*a*	*a*	
15	14·00	*a*	*a*	33·41	32·92	*a*	*a*	
25	14·00	*a*	*a*	34·77	33·88	*a*	*a*	
33	10·50	*a*	*a*	30·08	29·51	*a*	*a*	
36	11·00	*a*	*a*	41·92	41·03	*a*	*a*	
4,502	4·62	4·12	*a*	60·50	52·45	*a*	*a*	
5,961	4·65	4·04	*a*	56·13	49·73	*a*	*a*	
6,989	4·58	4·31	*a*	50·78	45·34	*a*	*a*	*c* Included with the South Indian railway, *vide* No. 10 (*b*) to (*i*).
c	*c*	*c*	*c*	*c*	*c*	*c*	*c*	
8,923	3·51	2·94	3·78	43·29	34·79	794·75	237·60	
17,779	4·53	3·49	5·43	45·98	36·55	839·48	208·00	
30,411	4·77	3·48	7·12	43·79	34·59	862·31	174·86	
32,562	4·88	3·48	7·21	47·73	36·29	815·03	199·86	
19,348	4·59	3·03	5·40	49·13	36·70	788·19	210·59	
19,059	4·41	3·19	4·60	47·03	35·10	733·39	200·18	
13,719	4·62	3·25	3·91	49·64	38·26	760·96	193·82	
2,926	4·00	3·19	2·68	54·64	41·45	806·27	228·33	
9,477	5·01	5·01	3·65	36·90	33·74	802·70	200·51	
5,337	5·24	4·94	3·59	36·36	33·13	777·07	190·32	
9,402	5·89	5·00	4·79	38·03	34·64	847·98	203·97	
25,332	4·88	4·77	*a*	40·93	36·62	912·10	223·75	
17,231	4·60	4·55	*a*	42·40	37·80	1,006·15	228·90	
15,950	4·56	4·51	*a*	42·33	37·78	937·45	216·48	
17,921	4·74	4·67	*a*	43·19	38·49	862·96	209·80	
18,478	4·65	4·78	*a*	43·55	38·61	882·86	206·53	
70,137	5·36	4·00	*a*	37·04	32·32	718·13	200·65	
74,743	5·37	4·05	*a*	39·38	35·07	744·54	211·09	
69,699	4·99	4·05	*a*	42·61	37·30	745·00	220·64	
d	*d*	*d*	*d*	*d*	*d*	*d*	*d*	*d* Included with the Madras and Southern Mahratta railway, *vide* No. 6 (*c*) to (*i*).
11	5·03	5·03	5·79	32·08	30·03	1,123·52	168·71	
1	4·59	4·59	5·77	37·27	34·90	1,038·85	178·24	
12	4·49	4·49	5·03	38·61	36·20	1,095·76	184·53	
2	5·47	5·47	5·01	34·67	32·26	1,159·01	174·31	
13	4·36	4·36	5·03	35·91	33·56	1,063·22	172·43	
15	5·04	5·04	5·04	37·81	35·16	1,129·63	188·43	
6	4·75	4·75	2·77	32·37	30·30	1,246·73	183·81	
15	7·93	7·93	3·76	35·81	33·47	1,532·83	221·69	

APPEN

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 9.)		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
Main head.	Sub-head.					Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
		2' 6" GAUGE.				Rs.	Rs.		Rs.	Rs.
28	(a)	Barsi Light ...	Bengal and Singareni.	1905	...	...	...	161	15·00	5·00
				1906	...	...	...	207	15·40	*a*
				1907	...	...	...	3,203	16·00	*a*
				1908	...	...	...	2,293	15·75	5·50
				1909	...	...	...	2,636	15·00	6·50
				1910	...	...	...	3,107	15·37	6·50
				1911	...	...	...	3,291	15·45	6·50
				1912	...	...	...	4,657	17·76	7·65
31	(a)	Champaner-Shivrajpur Light.	Bengal	1911	...	...	...	448	14·51	3·50
				1912	...	...	...	754	13·78	3·25
...	...	Cooch Behar ...	Assam and Bengal ...	1905	...	...	...	587	*a*	9·57
				1906	...	...	...	856	11·27	11·15
				1907	...	...	...	1,479	13·23	11·68
				1908	...	...	...	1,383	12·50	*a*
				1909	...	...	...	1,614	11·58	11·19
				1910	...	...	...	*b*	*b*	*b*
32	(a)	Cutch	*a*	1905	...	...	...	123	17·01	*a*
				1906	...	...	...	246	15·89	*a*
				1907	...	...	...	179	22·54	*a*
				1908	...	...	...	133	25·44	*a*
				1909	...	...	...	260	23·95	*a*
				1910	...	...	...	320	20·19	*a*
				1911	...	...	...	380	19·60	*a*
				1912	...	...	...	375	26·19	*a*
33	(a)	Dehri-Rohtas ...	Bengal	1911	...	...	...	441	5·50	2·25
				1912	...	...	...	573	6·25	3·00
34	(a)	Dholpur-Bari ...	Bengal ...	1908	...	...	...	178	12·45	7·00
				1909	...	...	...	287	12·41	3·50
				1910	...	...	...	220	9·18	3·50
				1911	...	...	...	257	10·00	3·50
				1912	...	...	...	262	10·03	4·36
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla.	Bengal and Singareni	1905	...	...	...	1,385	16·06	*a*
				1906	...	...	...	1,833	16·68	*a*
				1907	...	...	...	1,560	17·84	*a*
				1908	...	...	...	2,110	17·57	*a*
				1909	...	...	...	2,174	18·35	*a*
				1910	...	...	...	2,492	18·77	*a*
				1911	...	...	...	2,970	16·9	*a*
				1912	...	...	...	3,439	16·17	*a*
	(b) to (h)	Gondia-Chanda, Jubbulpore-Gondia Extension, Mourbhanj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi, and Raipur-Dhamtari.	Bengal, Berar and the Central Provinces.	1905	...	...	...	7,333	9·50	2·41
				1906	...	...	...	10,761	7·70	2·94
				1907	...	...	...	18,155	7·69	3·94
				1908	...	...	...	30,953	6·35	4·85
				1909	...	...	...	28,134	6·97	5·13
				1910	...	...	...	33,254	6·21	5·05
				1911	...	...	...	35,344	6·18	4·25
				1912	...	...	...	37,755	6·04	3·69
3	(k)	Kalka-Simla ...	Bengal, England, Baluchistan and the Punjab.	1905	...	...	...	5,189	*a*	*a*
				1906	...	...	...	4,917	*a*	*a*
				1907	...	...	...	7,681	*a*	*a*
				1908	...	...	...	9,991	15·75	5·19
				1909	...	...	...	9,560	15·80	5·18
				1910	...	...	...	8,282	14·30	3·83
				1911	9	37·93	*a*	7,999	14·03	3·51
				1912	11	41·95	*a*	8,189	13·88	3·29

DIX 12—*contd.*

and price paid per ton during the calendar years 1905 to 1912.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea.	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine shed where issued to the locomotives.	Average cost per ton. At station of supply.	(Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
742	5·94	5·00	9·87	40·82	40·06	*a*	*a*	*a* Information not available.
946	6·00	5·00	*a*	42·22	40·38	*a*	*a*	
168	8·31	6·25	*a*	59·44	57·99	*a*	*a*	
165	7·40	6·25	5·80	47·22	46·21	*a*	*a*	
243	6·90	5·50	6·76	46·09	44·29	1,015·63	339·18	
99	7·81	6·00	6·61	48·51	42·41	1,161·20	386·40	
43	8·00	8·00	6·57	51·37	41·43	1,132·63	372·63	
28	10·92	8·00	7·68	53·97	44·36	932·89	327·06	
...	...	...	3·50	36·83	36·57	*a*	*a*	
15	8·11	*a*	*a*	51·72	49·65	*a*	*a*	
...	...	...	9·57	17·52	14·64	*a*	*a*	
...	...	...	11·15	20·41	17·31	*a*	*a*	
...	...	...	11·68	25·66	22·57	*a*	*a*	
...	...	...	*a*	25·20	21·39	*a*	*a*	
...	...	...	11·19	27·03	23·37	*a*	*a*	
...	...	...	*b*	*b*	*b*	*b*	*b*	*b* Converted to the 3′ 3⅜ gauge and included with the Eastern Bengal railway 3′ 3⅜″ gauge section, *vide* No. 3 (*b*) to (*d*).
2	24·77	*a*	*a*	63·99	63·99	*a*	*a*	
3	16·84	*a*	*a*	34·18	34·18	*a*	*a*	
1	25·39	*a*	*a*	16·70	13·16	*a*	*a*	
2	18·27	*a*	*a*	28·69	15·88	*a*	*a*	
2	20·43	*a*	*a*	21·47	16·66	*a*	*a*	
2	20·16	*a*	*a*	24·41	16·77	*a*	*a*	
2	18·51	*a*	*a*	26·63	17·22	*a*	*a*	
2	15·96	*a*	*a*	25·44	16·15	*a*	*a*	
...	...	...	2·25	*a*	*a*	*a*	*a*	
...	...	...	3·00	*a*	*a*	*a*	*a*	
3	6·33	6·33	7·06	27·32	22·77	*a*	*a*	
2	7·54	7·54	3·58	29·41	24·95	*a*	*a*	
4	*c* 27·06	*c* 27·06	3·99	25·33	20·59	*a*	*a*	
4	*c* 18·00	*c* 18·00	3·75	30·81	22·72	*a*	*a*	*c* The increase in the price per ton was due to the consumption of unserviceable sleepers as firewood.
4	11·65	11·65	4·52	36·44	23·84	*a*	*a*	
144	4·57	4·17	*a*	26·56	26·43	*a*	*a*	
79	3·45	3·01	*a*	28·90	28·75	*a*	*a*	
91	3·53	3·00	*a*	24·47	24·38	*a*	*a*	
78	3·15	3·00	*a*	27·73	27·62	*a*	*a*	
82	5·47	4·43	*a*	28·62	28·34	*a*	*a*	
104	3·68	3·25	*a*	28·71	28·00	*a*	*a*	
120	4·35	3·90	*a*	31·01	29·93	*a*	*a*	
131	5·36	4·37	*a*	32·40	31·12	*a*	*a*	
...	...	...	2·41	46·33	40·76	1,040·14	320·38	
...	...	...	2·94	57·52	48·93	1,421·63	335·15	
...	...	...	3·94	70·55	57·48	1,509·23	389·57	
...	...	...	4·85	96·07	78·44	1,936·43	575·33	
...	...	...	5·13	80·10	64·12	1,852·11	422·10	
...	...	...	5·05	88·37	66·55	1,993·32	4:6·84	
...	...	...	4·25	89·12	71·76	2,066·72	451·96	
...	...	...	3·69	85·58	68·26	1,812·07	423·29	
43	*a*	*a*	*a*	71·18	66·77	6,500·13	942·22	
3	*a*	*a*	*a*	77·29	67·65	5,407·71	893·13	
...	...	...	*a*	79·53	65·26	5,879·23	887·70	
21	5·63	5·63	5·41	91·92	79·73	6,779·84	1,137·22	
15	5·63	5·63	5·40	83·56	68·46	6,488·53	1,021·55	
4	5·63	5·63	4·73	67·97	53·16	5,900·92	859·99	
2	4·00	4·00	*a*	65·22	50·75	5,277·42	811·74	
6	6·95	4·16	*a*	66·48	53·28	4,400·03	731·03	

APPEN

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway (Detailed in "Index" to Appendix 9).		Railways.	Sources of supply.	Calendar year.	Description of fuel with the actual quantity consumed by					
					FOREIGN COAL.			INDIAN COAL.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
						Including all freight, both rail and sea, from the pit's mouth to the engineshed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engineshed where issued to locomotives.	At pit's mouth.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		2' 6" GAUGE—*concld.*				Rs.	Rs.		Rs.	Rs.
8	(*l*) & (*m*)	Kohat-Thal and Nowshera Durgai.	Bengal, Baluchistan and the Punjab.	1905	12	26·10	*a*	2,726	16·48	3·37
				1906	...	...	...	3,548	16·30	3·98
				1907	...	...	...	4,001	16·21	4·48
				1908	1	24·44	*a*	3,840	17·27	5·19
				1909	...	...	...	4,731	17·64	5·18
				1910	...	...	...	3,986	15·56	3·83
				1911	...	...	...	3,633	13·42	3·51
				1912	...	...	...	3,408	13·10	3·29
10	(*j*) & (*k*).	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	Bengal and Singareni.	1906	...	...	...	1,342	11·60	*a*
				1907	...	...	...	1,528	14·95	*a*
				1908	...	...	...	1,659	16·85	4·60
				1909	...	...	...	1,173	15·93	3·02
				1910	...	...	...	1,483	15·22	2·98
				1911	...	...	...	1,603	16·02	3·19
				1912	...	...	...	1,420	15·87	3·00
21	(*a*)	Morvi	Bengal	1905	...	...	...	*b*	*b*	*b*
				1906	...	...	...	317	17·25	*a*
				1907	...	...	...	390	17·54	*a*
				1908	...	...	...	536	17·40	5·25
				1909	...	...	...	645	17·15	5·00
				1910	...	...	...	409	14·56	2·37
				1911	...	...	...	366	14·75	2·25
				1912	...	...	...	475	15·50	2·50
22	(*c*)	Powayan Light ...	Bengal ...	1905	...	...	...	24	11·76	2·35
				1906	...	...	...	...	...	...
				1907	...	...	...	...	...	...
				1908	...	...	...	...	...	...
				1909	...	...	...	...	...	..
				1910	...	...	...	...	...	...
				1911	...	...	...	...	...	...
				1912	...	...	...	...	...	...
40	(*a*)	Shahdara (Delhi)-Saharanpur Light.	Bengal ...	1907	...	...	...	697	15·00	5·22
				1908	...	...	...	1,715	15·50	5·22
				1909	...	...	...	1,891	14·00	5·22
				1910	...	...	...	1,838	13·22	5·22
				1911	...	...	...	*a*	*a*	*a*
				1912	...	...	...	*a*	*a*	*a*
41	(*a*)	Tarkessur-Magra Light.	Bengal ...	1905	..	...	...	1,128	4·33	1·56
				1906	...	...	...	1,428	4·24	1·81
				1907	...	...	...	1,696	5·96	3·40
				1908	...	...	...	1,485	7·72	4·49
				1909	...	...	...	1,660	6·50	3·56
				1910	...	...	...	1,424	4·70	1·75
				1911	...	...	...	1,670	4·38	1·50
				1912	...	...	...	1,818	5·02	2·12
42	(*a*)	Tezpore-Balipara ... Light.	Assam ...	1905	...	...	...	643	13·50	*a*
				1906	...	...	...	673	13·50	*a*
				1907	...	...	...	576	13·50	*a*
				1908	...	...	...	416	15·19	*a*
				1909	...	...	...	401	15·19	*a*
				1910	...	...	...	374	15·19	*a*
				1911	...	...	...	396	13·50	*a*
				1912	...	...	...	467	13·50	*a*

DIX 12—*contd.*

and price paid per ton during the calendar years 1905 to 1912.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
WOOD.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				REMARKS.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to the locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
132	7·12	6·00	*a*	19·72	16·08	1,248·44	301·98	*a* Information not available.
75	7·06	6·00	4·99	19·43	16·17	1,763·93	337·51	
8	8 17	6 00	5·24	22·03	18·15	1,951·14	371·80	
...	...	...	*a*	24·67	22·83	2,433·26	434·20	
...	...	...	5·18	29·31	26·36	3,318·42	531·42	
...	...	...	3 83	24 35	21·74	2,656·84	424·53	
...	...	...	3 51	22·54	20·64	2,314·64	336·94	
...	...	...	3·29	25 83	23·05	1,958·08	402·95	
207	4·13	3·73	*a*	35·63	31·86	*a*	*a*	
188	4·25	4·25	*a*	37·24	32·78	*a*	*a*	
93	3 53	3·60	4·70	38·51	37·23	6,146·09	477·00	
116	4·17	4·16	3·29	32·76	32·68	3,727·88	377·97	
1·0	4·27	4·24	3·29	41·33	41·04	3,588·14	452 80	
166	4·43	4·35	3·49	46·60	46·43	3,687·26	490·43	
112	4·49	4·46	3·24	39·64	39 57	3,286 92	424 66	
...	...	...	*b*	*b*	*b*	*b*	*b*	*b* Included with the 3′ 3⅜″ gauge section.
8	10·89	*a*	*a*	25·52	25·27	*a*	*a*	
8	9·26	*a*	*a*	29·00	27·66	*a*	*a*	
5	10·50	*a*	*a*	28·53	28·35	*a*	*a*	
5	14·00	*a*	*a*	34·37	32·03	*a*	*a*	
7	14·00	*a*	*a*	24·92	24·18	*a*	*a*	
7	10·50	*a*	*a*	22 07	21·27	*a*	*a*	
8	11·00	*a*	*a*	28·76	27·33	*a*	*a*	
1,303	3·59	3·59	8·68	20·39	19·41	*a*	*a*	
1,520	3·70	3 48	8·70	21·94	20·74	*a*	*a*	
1,501	3·82	3 48	8·70	23 23	21·23	*a*	*a*	
1,582	3·85	3 52	8·80	22·75	20 37	*a*	*a*	
1,545	3 88	3·05	7·62	23·51	19·84	*a*	*a*	
1,416	3 57	3·27	8·17	21·44	18·99	*a*	*a*	
1,578	3 74	3·44	8 60	24·06	21·70	*a*	*a*	
1,586	3 57	3·19	8·62	24 51	21·94	*a*	*a*	
...	...	...	5·22	35·70	*a*	*a*	*a*	
...	...	...	5·22	27·85	*a*	*a*	*a*	
...	...	...	5 22	28·01	*a*	*a*	*a*	
11	5·04	5·04	5·22	30·2	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	1·56	28·53	26·92	*a*	*a*	
...	...	...	1·81	34·24	32 33	*a*	*a*	
...	...	...	3·40	40·34	38 10	*a*	*a*	
...	...	...	4 49	34·72	32·70	*a*	*a*	
...	...	...	3·56	37·46	35·10	*a*	*a*	
...	...	...	1 75	30·70	28·72	*a*	*a*	
...	...	...	1 50	30 84	29·10	*a*	*a*	
...	...	...	2·12	32·80	31 02	*a*	*a*	
...	...	...	*a*	38·85	*a*	*a*	*a*	
...	...	...	*a*	40 44	*a*	*a*	*a*	
...	...	...	*a*	35·34	*a*	*a*	*a*	
...	...	...	*a*	30·51	*a*	*a*	*a*	
...	...	...	*a*	28·12	*a*	*a*	*a*	
...	...	...	*a*	25 78	*a*	*a*	*a*	
...	...	...	*a*	28 00	*a*	*a*	*a*	
...	...	...	*a*	31·57	*a*	*a*	*a*	

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway (Detailed in "Index" to Appendix 9.)		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
						Average cost per ton.			Average cost per ton.	
Main head.	Sub-head.				Actual quantity in tons.	Including all freight, both rail and sea, from the pit's mouth to the engineshed where issued to locomotives.	At pit's mouth.	Actual quantity in tons.	Including all freight, both rail and sea, from the pit's mouth to the engineshed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
		2' 0" GAUGE.				Rs.	Rs.		Rs.	Rs.
43	(a)	Darjeeling-Himalayan.	Bengal ...	1905	...	...	...	4,176	10·61	2·25
				1906	...	...	...	3,800	10·34	2·25
				1907	...	...	...	3,939	8·50	2·25
				1908	...	...	...	3,918	9·70	3·38
				1909	...	...	...	4,089	10·32	3·38
				1910	...	...	...	4,323	10·69	4·00
				1911	...	...	...	4,771	9·44	2·75
				1912	...	...	...	5,145	9·44	2·75
5	(g	Gwalior Light ...	Bengal ...	1905	...	...	...	2,553	13·63	3·75
				1906	...	...	...	2,843	13·63	3·75
				1907	...	...	...	3,103	11·38	5·00
				1908	...	...	...	2,822	11·87	5·50
				1909	...	...	...	2,581	11·87	5·50
				1910	...	...	...	3,123	9·75	2·50
				1911	...	...	...	3,687	9·77	2·40
				1912	...	...	...	5,307	11·50	4·00
46	(a)	Jagadhri Light ...	Bengal ...	1911	...	...	...	75	11·71	3·09
				1912	...	...	...	182	12·53	4·28
47	(a)	Jorhat (Provincial)	Assam ...	1905	...	...	...	864	13·61	*a*
				1906	...	...	...	946	13·61	*a*
				1907	...	...	...	1,010	13·61	*a*
				1908	...	...	...	1,135	15·31	*a*
				1909	...	...	...	1,181	15·31	*a*
				1910	...	...	...	704	15·45	*a*
				1911	...	...	...	835	13·75	*a*
				1912	...	...	...	960	13·75	9·79
5	(h)	Matheran Light ...	Bengal ...	1907	11	25·00	*a*	200	19·00	*a*
				1908	...	...	...	375	18·00	*a*
				1909	...	...	...	391	17·75	*a*
				1910	...	...	...	312	13·90	*a*
				1911	...	...	...	358	17·81	*a*
				1912	...	...	...	462	17·25	6·00
48	(a)	Pipar Road-Bhavi Light.	Bengal ...	1910	...	...	...	21	15·00	4·00
				1911	...	...	...	189	26·00	*a*
				1912	...	...	...	312	15·00	*a*
		TOTAL ...	...	1905*b*	18,236	...	...	2,656,530	...	...
				1906*b*	37,286	...	...	2,863,878	...	...
				1907*c*	50,070	...	...	3,285,444	...	...
				1908*c*	75,108	...	...	3,558,539	...	...
				1909*c*	84,559	...	...	3,657,896	...	...
				1910*b*	52,147	...	...	3,801,248	...	...
				1911*d*	33,132	...	...	4,223,020	...	...
				1912*e*	116,582	...	...	4,590,618	...	...

DIX 12—*concld.*

and price paid per ton during the calender years 1905 to 1912.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea.	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2¼ tons of wood to 1 ton of coal).				
Wood.								
	Average cost per ton.							
Actual quantity in tons.	Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to the locomotives.	At station of supply.	(Wood has been reduced to terms of coal at the rate of 2¼ tons of wood to 1 ton of coal).	Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	REMARKS.
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
...	...	...	2·25	37·14	37·14	*a*	*a*	*a* Information not available.
...	...	...	2·25	36·48	36·48	*a*	*a*	
...	...	...	2·25	38·13	38·13	*a*	*a*	
...	...	...	3·38	38·62	38·62	*a*	*a*	
...	...	...	3·38	37·28	37·28	*a*	*a*	
...	...	...	4·00	37·57	37·57	*a*	*a*	
...	...	...	2·75	57·36	57·36	*a*	*a*	
...	...	...	2·75	41·02	41·02	*a*	*a*	
27	6·00	6·00	3·79	41·90	38·97	*a*	*a*	
25	6·00	6·00	3·79	44·01	40·59	*a*	*a*	
25	6·00	6·00	5·03	44·96	40·07	*a*	*a*	
27	6·00	6·00	5·54	41·46	37·96	*a*	*a*	
32	6·00	6·00	5·47	36·56	33·40	*a*	*a*	
35	6·00	6·00	2·56	35·83	35·16	*a*	*a*	
39	6·00	6·00	2·37	35·22	35·21	*a*	*a*	
34	6·00	6·00	4·03	48·15	43·04	*a*	*a*	
24	11·71	11·71	16·18	33·19	16·59	*a*	*a*	
27	11·00	11·00	7·64	26·43	13·21	*a*	*a*	
...	...	...	*a*	35·90	*a*	*a*	*a*	
...	...	...	*a*	41·76	*a*	*a*	*a*	
...	...	...	*a*	40·14	*a*	*a*	*a*	
...	...	...	*a*	48·33	*a*	*a*	*a*	
...	...	...	*a*	51·98	*a*	*a*	*a*	
...	...	...	*a*	31·01	*a*	*a*	*a*	
...	...	...	*a*	35·64	*a*	*a*	*a*	
...	...	...	9·79	40·36	*a*	*a*	*a*	
10	7·00	*a*	*a*	68·95	68·95	*a*	*a*	
2	7·00	6·25	*a*	64·73	64·73	*a*	*a*	
3	7·00	6·25	*a*	62·11	62·11	*a*	*a*	
1	7·00	6·25	*a*	51·66	51·66	*a*	*a*	
2	7·00	6·25	*a*	53·20	53·20	*a*	*a*	
2	8·50	7·00	6·02	55·45	52·45	*a*	*a*	
...	...	...	4·00	32·30	32·30	*a*	*a*	
...	...	...	*a*	28·30	28·30	*a*	*a*	
...	...	...	*a*	32·16	32·16	*a*	*a*	
253,159	...	...	...	...	...	...	...	*b* Excluding (1) the Deoghur, (2) Baraset-Basirhat, (3) Bukhtiarpore-Bihar, (4) Howrah-Amta and (5) Howrah-Sheakhala Light railways.
248,112	...	...	...	...	...	...	...	
188,680	...	...	...	...	...	...	...	
164,517	...	...	...	...	...	...	...	
127,040	...	...	...	...	...	...	...	*c* Excluding numbers (2), (3), (4) and (5) referred to in note *b*.
126,158	...	...	...	...	...	...	...	
132,860	...	...	...	...	...	...	...	
120,579	...	...	...	...	...	...	...	
								d Excluding numbers (2), (3), (4) and (5) referred to in note *b* and the Arrah-Sasaram and Shahdara (*Delhi*)-Saharanpur Light railways.
								e Excluding the railways mentioned in note *d* and the Madaya Light railway.

Quantity of (i) Indian coal mined, consumed by locomotives on the railways in India and (ii) foreign coal imported into India,

Particulars.	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Quantity of coal mined in each Province—													
Assam	43,707	70,859	89,302	101,528	116,676	145,708	154,208	164,050	164,420	169,448	172,717	177,259	185,533
Baluchistan ...	...	...	411	2,802	8,238	15,541	10,368	13,284	20,094	24,753	25,458	26,257	12,043
Bengal	1,123,700	1,136,802	1,319,090	1,360,594	1,541,356	1,628,245	1,747,122	1,920,050	1,902,866	2,035,634	2,716,155	3,037,920	3,142,497
Bihar and Orissa ...	*	*	*	*	*	*	*	*	*	*	*	*	*
Burma... ...	...	...	...	...	...	...	...	3,670	9,938	12,111	17,289	22,993	11,472
Central India ...	7,698	13,539	15,497	41,580	52,956	77,842	69,741	88,623	94,348	132,837	118,479	115,386	124,778
Central Provinces	119,116	117,327	128,981	157,768	144,465	137,022	141,736	132,005	135,118	140,495	122,776	141,185	131,629
Kashmir ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madras ...	...	...	...	...	...	...	20	61	502	1,337	1,737	...	...
Nizam's Territory	...	...	3,259	13,382	59,645	125,486	144,668	149,601	157,421	240,525	292,915	262,681	365,559
North-West Frontier Province.	...	...	...	...	...	...	...	...	...	...	...	...	...
Punjab	...	...	7,523	11,249	22,835	40,677	60,714	66,352	77,294	66,467	72,493	79,017	92,792
Rajputana (Bikaner)	...	...	...	...	...	...	...	...	...	...	...	...	...
United Provinces ...	...	...	...	...	...	...	...	...	...	...	...	1,000	...
Total ...	1,294,221	1,338,497	1,564,063	1,708,903	1,946,172	2,168,521	2,328,577	2,537,696	2,562,001	2,823,907	3,540,019	3,863,698	4,066,294
Quantity of Indian coal consumed by the locomotives on the railways in India.	486,716	470,075	488,774	551,770	715,240	654,829	707,142	885,492	924,900	1,062,748	1,119,621	1,183,051	1,328,120
Quantity of Indian coal exported by sea—													
To Indian Ports, excluding Burma.	†	†	†	†	†	†	†	†	†	143,813	162,276	389,842	731,742
To ports outside of India, including Burma.	‡500	‡199	‡315	‡15,796	‡39,972	‡26,336	‡4,515	‡15,725	‡52,902	154,282	211,407	191,030	320,979
Quantity of foreign coal imported into India—													
From the United Kingdom.	778,643	698,482	786,149	785,776	717,024	631,725	726,069	628,374	616,319	675,043	773,675	524,420	210,257
From other countries	40,659	42,652	43,010	20,463	52,180	21,857	17,344	23,123	18,066	57,112	15,468	93,212	47,016

* The quantity of coal mined during these years has been included with the output of Bengal.

† Information not available.

‡ These figures are for the official year and exclude Burma.

DIX 13.

exported by sea to Indian ports and to foreign ports outside India including Burma, and during the calendar years 1885 to 1912.

1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
200,329	225,623	216,738	254,100	221,096	239,328	266,765	277,065	285,490	295,795	276,224	305,563	297,236	294,893	297,160
13,372	15,522	23,281	24,656	33,889	46,909	49,867	41,725	42,164	42,488	45,212	52,449	53,614	45,707	54,386
3,622,690	4,035,265	4,978,492	5,487,585	6,259,236	6,361,212	7,063,690	7,234,103	8,617,820	9,993,348	11,559,911	10,660,811	10,778,530	11,468,904	4,906,129
*	*	*	*	*	*	*	*	*	*	*	*	*	*	9,126,385
6,975	8,105	10,228	12,466	13,302	9,306	1,105	...	1,222	...	...	...	...	...	...
134,726	164,589	164,489	164,362	171,638	193,277	185,774	157,701	170,292	178,688	155,107	121,546	130,400	143,557	149,921
149,709	156,576	172,842	191,516	196,981	159,154	139,027	147,265	92,849	184,088	213,789	238,100	220,437	211,616	233,996
...	...	...	...	1,060	999	270	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
394,622	401,216	469,291	421,213	465,424	362,738	419,546	454,294	467,924	414,221	444,211	442,892	506,173	505,380	481,652
...	...	...	...	...	...	...	...	...	...	90	96	90	140	50
85,862	81,935	74,083	67,730	55,373	43,704	45,594	62,622	73,119	60,749	54,794	37,208	49,189	30,575	38,409
511	4,249	9,250	12,094	16,503	21,764	45,078	42,964	32,372	28,062	21,297	11,449	12,744	14,761	18,251
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4,609,196	5,093,260	6,118,692	6,635,727	7,424,402	7,438,386	8,216,706	8,417,739	9,783,251	11,147,339	12,769,635	11,870,114	12,047,413	12,715,533	14,706,339
1,418,241	1,660,771	1,858,061	1,956,631	2,091,962	2,203,869	2,447,341	2,656,530	2,863,878	3,295,444	3,558,539	3,657,896	3,801,248	4,223,020	4,590,618
737,689	672,311	1,030,709	1,157,892	974,602	1,235,318	1,447,867	1,635,263	1,830,783	1,865,056	2,124,642	1,716,823	1,851,322	1,604,086	1,757,075
490,220	467,306	711,874	845,953	728,316	723,873	896,895	1,144,680	1,394,732	1,040,242	1,045,695	912,154	1,301,248	1,253,971	1,325,338
297,076	406,451	91,710	112,519	198,574	133,711	176,705	147,760	199,215	227,176	173,433	311,252	261,316	245,043	144,804
34,209	112,064	43,939	79,108	20,773	30,429	27,169	50,92	27,150	74,412	211,840	179,169	54,744	73,626	415,987

APPEN

Details of working of State collieries, worked by

Colliery.	Owned by.	Province.	Calendar year.	Capital outlay.	Output.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Ballarpur	Central Provinces Administration.	Central Provinces.	1907	5,81,524	...	...	...	15,439
			1908	6,75,625	...	...	...	45,299
			1909	7,61,454	63,120	*22,117	...	85,237
			1910	7,59,090	66,639	*26,638	...	93,277
			1911	7,83,071	69,576	27,027	...	96,603
			1912	7,47,461	61,722	...	24,695	86,417
Dandot	North Western railway	Punjab ...	1905	2,13,486	28,624	25	14,513	43,162
			1906	2,03,177	28,947	140	14,574	43,661
			1907	2,04,646	23,309	...	13,156	36,465
			1908	2,47,970	17,513	...	11,274	28,787
			1909	2,62,490	14,877	...	9,752	24,629
			1910	2,37,306	20,001	...	11,981	31,982
			1911	90,315	12,798	...	5,462	18,260
			1912	38,557	...	...	...	...
Kurhurbaree and Serampore...	East Indian railway.	Bihar and Orissa.	1905	22,34,832	512,150	19,226	86,628	618,004
			1906	22,85,524	510,044	26,060	87,875	623,979
			1907	27,34,082	513,792	29,387	73,599	616,778
			1908	28,83,307	550,823	39,878	81,043	671,744
			1909	29,17,977	475,749	34,966	77,626	588,341
			1910	30,85,406	440,337	41,326	71,822	559,535
			1911	30,55,823	501,536	45,857	85,385	632,778
			1912	30,37,537	530,917	42,551	90,373	663,841
Mohpani	Great Indian Peninsula railway.	Central Provinces.	1905	6,58,458	19,192	...	§3,806	22,998
			1906	7,02,912	24,210	...	§3,293	27,503
			1907	8,02,223	36,768	...	§4,564	41,332
			1908	8,07,689	43,034	...	§5,208	48,242
			1909	8,37,670	57,981	...	§2,686	60,667
			1910	8,55,901	37,741	...	§1,742	39,483
			1911	8,83,887	48,861	...	§3,121	51,982
			1912	9,02,920	53,765	...	§3,091	56,856
Khost	North Western railway.	Baluchistan	1905	3,05,815	4,959	296	28,885	34,140
			1906	3,05,769	852	†73	‡31,575	32,500
			1907	3,31,078	419	†36	‡29,415	29,870
			1908	3,09,299	290	†25	‡30,740	31,055
			1909	2,97,023	635	†55	‡40,374	41,064
			1910	2,96,415	429	†37	‡44,293	44,759
			1911	2,80,743	1,035	†90	‡38,033	39,158
			1912	2,82,702	1,687	†147	‡36,408	38,242
Khost pressed fuel factory ...	North Western railway.	Baluchistan	1907	27,752	...	...	...	‖12,462
			1908	27,752	...	...	...	‖15,350
			1909	27,752	...	...	...	‖18,140
			1910	29,068	...	...	...	‖19,460
			1911	37,104	...	...	...	‖20,659
			1912	45,516	...	...	...	‖19,809
Haranpur pressed fuel factory	North Western railway.	Punjab ...	1905	80,701	...	...	...	‖6,162
			1906	72,618	...	...	...	‖6,541
			1907	69,050	...	...	...	‖6,015
			1908	63,871	...	...	...	‖5,268
			1909	59,081	...	...	...	‖6,274
			1910	54,650	...	...	...	‖5,997
			1911	50,551	...	...	...	...
			1912	45,551	...	...	...	...

* Includes slack coal.
† Nut coal.
‡ Mixed coal.
§ Splint coal.
‖ Pressed fuel.

DIX 14.

either Railway Companies or the State.

Quantity issued.	Gross earnings.	Working expenses.	Net gain or loss.	Percentage on capital.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Remarks.
10	11	12	13	14	15	16	17	18	19
Tons.	Rs.	Rs.	Rs.	Per cent.		Tons.			
13,154	65,879	¶45,042	20,837	3·58	329	47	...	...	The working of the colliery was started from the 1st April 1907.
45,299	2,10,950	1,24,903	86,047	12·74	456	99	...	1	
82,852	3,85,292	2,36,321	1,48,971	19·56	750	114	...	3	The decrease in the capital outlay in 1912 was due chiefly to fluctuations in suspense balances affecting charges to capital.
95,662	4,06,822	2,58,097	1,48,725	19·59	688	136	...	1	
96,603	4,04,163	2,65,813	1,38,350	17·67	735	131	1	1	
86,417	3,51,480	2,35,193	1,16,287	15·56	633	136	...	1	
43,162	3,25,404	3,21,843	3,561	1·66	1,360	32	1	4	The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation during the year, and also to credits afforded on account of the sale of plant and the transfer of stores, owing to the closing of the colliery from the 1st June 1911, and in 1912 to credits, afforded for the sale of materials.
43,661	3,40,218	3,45,709	—5,491	...	1,340	33	...	4	
36,465	2,73,961	2,82,942	—8,981	...	1,078	34	...	4	
28,787	2,19,883	2,54,991	—35,608	...	902	32	1	5	
24,629	1,72,244	2,41,578	—69,334	...	688	36	2	5	
31,952	2,18,168	2,18,195	—27	...	859	37	1	4	
18,260	1,27,060	93,102	33,958	37·60	921	20	1	3	
...	...	(*a*) 11,378	—11,378	...	...	...	...	...	
627,020	**11,20,809	11,20,809	...	...	8,370	74	1	10	The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880.
649,959	**10,81,339	10,81,339	...	...	6,900	90	1	10	
617,095	**11,39,841	11,39,841	...	...	6,149	100	1	21	
666,831	**12,45,426	12,45,426	...	...	5,934	222	9	7	
576,368	**10,55,656	10,55,656	...	...	5,885	100	5	15	
568,752	**10,32,824	10,32,824	...	...	5,789	97	4	2	
641,388	**12,89,572	12,89,572	...	...	6,257	101	3	5	
661,248	**11,73,388	11,73,388	...	...	6,772	98	5	11	The decrease in the capital outlay in 1912 was due to the expenditure on capital works being less than credits to the Sinking Fund.
23,388	1,16,056	1,68,815	—52,759	...	680	34	...	1	
25,941	1,44,457	1,77,997	—33,540	...	790	35	...	1	
40,855	2,21,051	2,10,649	10,402	1·30	979	42	...	...	
45,351	2,60,044	3,58,805	—98,761	...	1,227	39	1	4	The capital outlay is made up of the purchase money, £40,000, and the expenditure incurred from the date of purchase, 1st July 1904.
58,519	3,40,294	3,01,744	38,550	4·60	1,224	50	...	3	
38,961	2,14,438	2,67,168	—52,730	...	966	41	...	1	
50,890	2,81,530	3,14,829	—33,299	...	1,087	48	1	2	
60,241	3,01,562	3,36,286	—34,724	...	1,095	52	1	...	
34,140	3,01,444	2,93,050	8,394	2·75	719	48	5	1	
32,500	2,73,610	2,95,382	—21,772	...	704	46	5	1	
29,378	2,47,032	2,87,766	—40,734	...	706	42	4	2	
31,547	2,84,792	3,19,263	—34,471	...	715	44	25	4	
40,237	3,94,384	3,69,660	24,724	8·33	763	53	3	1	
42,829	4,31,151	3,84,880	46,271	15·61	782	55	4	6	
39,574	3,49,248	3,41,769	7,479	2·66	754	52	7	3	
39,089	3,37,727	3,46,251	—8,524	...	761	50	7	7	
12,462	1,50,503	1,36,747	13,756	49·56	24	292	1	...	Purchased by the North Western railway with effect from the 1st April 1907. The capital outlay is made up of the purchase money, Rs. 24,927, and the expenditure incurred from the date of purchase.
15,350	1,85,047	1,77,991	7,056	25·43	24	640	...	...	
18,140	2,19,608	2,11,617	7,991	28·79	27	672	...	...	
19,460	2,35,074	2,34,955	119	0·41	29	671	...	...	
20,659	2,50,790	2,35,642	15,148	40·82	30	689	...	...	
19,809	2,38,956	2,37,669	1,287	2·83	34	583	...	...	
6,162	69,426	67,075	1,351	1·67	7	880	...	...	The factory was closed on the 31st December 1910, but the accounts have not been finally closed as land, buildings and some machinery remain to be disposed of. The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation.
6,541	75,322	71,149	4,073	5·61	12	545	...	...	
6,015	69,172	75,121	—5,949	...	11	547	...	...	
5,268	60,582	68,682	—8,100	...	11	479	...	...	
6,274	72,148	72,922	—774	...	11	570	...	...	
5,897	67,819	34,919	32,900	60·20	11	536	...	1	
...	...	73	—73	...	...	...	...	...	
...	...	(*b*)—153	153	0·34	...	...	...	...	

¶Excludes establishment charges charged to capital account.

** Coal issued to railway at cost price.

(*a*) The working expenses represent expenditure on dismantling the colliery and the pay of a clerk from 1st January to 30th April 1912.

(*b*) Represents cost of stores returned to the Stores Depôt for which credit has been afforded during the year.

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	Engines.				Coaching		
							Saloons, Royal and State.		
Main head.	Sub-head.		Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10
		5' 6" gauge.							
1	(*a*)	Bengal-Nagpur ...	81	...	312	393	...	...	...
2	(*a*) & (*c*) to (*f*)	Bombay, Baroda and Central India	135	...	184	319	...	...	...
3	(*a*)	Eastern Bengal ...	84	59	110	253	...	...	...
4	...	East Indian	170	408	507	1,085	...	...	2
5	(*a*) to (*f*)	Great Indian Peninsula ...	295	547	168	1,010	...	...	...
6	(*a*) & (*b*)	Madras and Southern Mahratta	67	...	183	250	...	1	1
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	...	21	41	62	4	...	6
8	(*a*) to (*j*)	North Western ...	240	761	150	1,151	3	...	16
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	99	...	172	271	...	...	12
10	(*a*)	South Indian	27	...	94	121	...	...	...
...	...	Calcutta Port Commissioners'	...	45	...	45	...	...	...
		Total ...	1,198	1,841	1,921	4,960	7	1	37
		3' 3⅜" gauge.							
11	...	Assam-Bengal	5	...	104	109	...	...	1
12	...	Bengal and North-Western ...	54	...	274	328	...	2	...
13	...	Bengal Doors	...	...	10	10	...	...	...
14	...	Bhavnagar	...	...	20	20	...	...	...
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India	197	...	314	511	...	...	1
15	(*a*) to (*c*)	Burma	9	...	307	316	...	...	2
16	...	Dibru-Sadiya	...	...	26	26	...	...	...
3	(*b*) to (*d*)	Eastern Bengal	45	58	135	238	...	...	1
4	...	East Indian (Deoghur) ...	...	...	2	2	...	...	...
17	...	Gondal-Porbandar ...	...	...	14	14	...	...	...
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley	15	8	40	63	...	...	3
18	...	Jamnagar	...	...	4	4	...	...	...
19	(*a*) to (*e*)	Jodhpur-Bikaner ...	...	...	71	71	1	...	4
20	...	Junagad	...	...	8	8	...	...	2
6	(*c*) to (*l*)	Madras and Southern Mahratta	42	15	233	290	...	...	6
21	...	Morvi	3	2	4	9	...	...	1
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	4	...	54	58	...	...	...
10	(*b*) to (*i*)	South Indian	26	...	277	303	...	...	3
23	...	Udaipur-Chitorgarh ...	2	...	2	4	...	...	...
		Total ...	402	83	1,899	2,384	1	2	24

DIX 15.

railway at the close of the calendar year 1912.

VEHICLES.									NUMBER.
RESERVED CARRIAGES.			DINING CARS.			FIRST CLASS CARRIAGES.			
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	Main head.
11	12	13	14	15	16	17	18	19	20
35	...	1	...	...	6	26	...	...	1
26	5	4	...	...	5	1	...	6	2
23	...	...	...	...	...	13	...	1	3
44	5	6	...	...	10	71	...	22	4
16	...	4	1	...	20	68	...	21	5
15	4	1	...	...	4	24	...	...	6
14	...	1	...	...	...	9	...	...	7
51	15	8	...	...	12	72	...	3	8
27	...	2	...	...	3	38	...	...	9
5	2	...	1	...	...	...	1	...	10
...	...	...	...	...	...	...	...	...	...
256	31	27	2	...	60	322	1	53	
21	...	7	...	...	3	1	...	...	11
15	9	2	...	3	...	6	29	...	12
4	1	...	1	...	...	...	3	...	13
2	...	1	...	...	...	4	...	...	14
62	...	14	...	...	4	39	...	4	2
25	1	17	...	...	1	12	...	...	15
...	...	...	...	...	...	...	...	...	16
15	9	4	...	...	1	3	12	9	3
...	...	...	...	...	...	...	...	...	4
6	...	...	...	...	...	2	...	...	17
4	4	2	...	...	...	...	6	...	7
...	...	...	...	...	...	...	...	...	18
12	...	1	2	...	...	4	...	...	19
3	...	...	...	...	...	1	...	...	20
8	...	6	...	...	6	44	...	...	6
3	...	...	...	...	...	...	...	...	21
4	3	...	1	1	...	6	3	...	22
9	...	14	...	...	5	13	...	13	10
...	...	...	...	...	...	1	...	...	23
193	27	68	4	4	20	136	53	26	

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	Engines.				Coaching		
							Saloons, Royal and State.		
Main head.	Sub-head.		Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10
		2' 6" gauge.							
25	...	Arrah-Sasaram Light ...	...	...	5	5	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	7	7	...	...	...
28	...	Barsi Light	...	...	13	13	...	...	...
1	(*b*), (*c*), (*e*), (*g*) & (*k*)	Bengal-Nagpur	...	...	76	76	...	...	...
29	...	Bukhtiarpore-Bihar Light ...	...	...	4	4	...	...	...
31	...	Champaner-Shivrajpur Light ...	...	...	4	4	...	...	...
32	...	Cutch	...	...	4	4	...	...	...
33	...	Dehri-Rohtas Light ...	...	...	3	3	...	...	...
34	...	Dholpur-Bari	...	...	4	4	...	...	...
38	...	Madaya Light	...	...	2	2	...	...	...
3	(*b*)	Eastern Bengal	...	...	5	5	...	...	...
2	(*m*) *to* (*o*)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla.	...	...	15	15	2	...	1
8	(*k*)	Kalka-Simla	...	...	28	28	...	...	...
8	(*l*) & (*m*)	Kohat-Thal and Nowshera Durgai.	...	...	32	32	...	...	...
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	6	6	...	...	...
21	...	Morvi	3	1	1	5	...	...	...
1	(*d*)	Mourbhanj	...	...	3	3	...	...	...
1	(*f*)	Parlakimedi Light ...	...	...	3	3	...	...	1
22	(*e*)	Powayan Light ...	...	...	5	5	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	...	...	8	8	...	...	...
41	...	Tarkessur-Magra Light ...	...	...	6	6	...	...	...
42	...	Tezpore-Balipara Light ...	...	...	3	3	...	...	...
		Total ...	3	1	237	241	2	...	2
		2' 0" gauge.							
43	...	Darjeeling-Himalayan ...	...	...	17	17	...	...	1
5	(*g*)	Gwalior Light	...	...	20	20	...	...	2
44	A.	Howrah-Amta Light ...	...	...	13	13	...	...	...
45	...	Howrah-Sheakhala Light ...	...	...	4	4	...	...	...
46	...	Jagadhri Light	...	...	2	2	...	...	...
47	...	Jorhat (Provincial) ...	...	...	9	9	...	...	...
5	(*h*)	Matheran Light	...	...	5	5	2	...	...
48	...	Pipar Road-Bhavi Light ...	...	...	2	2	...	...	...
		Total ...	...	...	72	72	2	...	3
		Grand total ...	1,603	1,925	4,129	7,657	12	3	66

DIX 15—*contd.*

railway at the close of the calendar year 1912.

VEHICLES.									NUMBER.
RESERVED CARRIAGES.			DINING CARS.			FIRST CLASS CARRIAGES.			
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	Main head.
11	12	13	14	15	16	17	18	19	20
1	...	...	...	...	...	2	...	...	25
2	...	...	...	...	...	...	...	...	27
...	...	1	...	...	...	...	...	...	28
...	...	7	...	...	...	...	...	2	1
1	...	...	...	...	...	1	...	...	29
...	...	...	...	...	...	...	...	...	31
...	...	1	...	...	...	...	...	...	32
...	...	1	...	...	...	...	...	1	33
...	...	1	...	...	...	...	...	...	34
...	...	...	...	...	...	1	...	1	38
2	...	...	...	...	...	...	...	...	3
1	...	...	...	...	...	...	...	...	2
4	...	4	...	...	...	4	...	...	8
1	...	2	...	...	...	10	...	...	8
...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	2	...	...	1
...	...	...	...	...	...	...	...	...	1
1	...	...	...	...	...	...	...	...	22
...	1	...	...	...	...	2	...	...	40
1	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	42
14	1	17	...	...	...	22	...	4	
3	...	1	...	...	...	14	...	...	43
...	...	3	...	...	...	...	...	7	5
2	...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	...	46
...	...	...	...	...	...	...	...	5	47
...	...	...	...	...	...	...	14	...	5
...	...	...	...	...	...	...	...	...	48
5	...	4	...	...	...	14	14	12	
468	59	116	6	4	80	494	68	95	

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	COACHING								
			Composite, 1st and 2nd Class.			Composite, 1st, 2nd and 3rd Class. (For servants or otherwise).			Other Composite carriages.		
Main head.	Sub-Head.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
21	22	23	24	25	26	27	28	29	30	31	32
		5′ 6″ *gauge.*									
1	(a)	Bengal-Nagpur ...	42	...	28	...	...	6	5	...	...
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	23	4	47	...	...	8	...	...	10
3	(a)	Eastern Bengal ...	49	...	26	...	...	...	...	...	26
4	...	East Indian	38	...	87	...	...	...	13	...	15
5	(a) to (f)	Great Indian Peninsula ...	73	...	117	2	...	25	...	...	*32
6	(a) & (b)	Madras and Southern Mahratta	57	...	11	...	...	7	9	...	15
7	(a) & (b)	Nizam's Guaranteed State	12	...	4	...	...	...	...	...	...
8	(a) to (j)	North Western ...	83	...	24	...	...	118	10	...	30
9	(a) & (b)	Oudh and Rohilkhand ...	51	...	15	...	...	...	4	...	23
10	(a)	South Indian	30	...	8	...	...	3	...	...	3
...	...	Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...
		Total ...	458	4	367	2	...	162	41	...	154
		3′ 3⅜″ *gauge.*									
11	...	Assam-Bengal... ...	7	...	23	...	...	13	...	...	†12
12	...	Bengal and North-Western	28	16	16	...	...	...	...	...	...
13	...	Bengal Doears... ...	1	5	...	1	...	...	...	...	...
14	...	Bhavnagar	3	...	6	...	...	2	...	...	1
2	(b) & (g) to (l)	Bombay, Baroda and Central India.	48	...	57	...	...	41	...	...	...
15	(a) to (c)	Burma	26	...	23	...	...	49	...	...	17
16	...	Dibru-Sadiya	10	...	2	...	...	...	...	...	...
3	(b) to (d)	Eastern Bengal ...	10	33	21	...	...	...	...	...	10
4	...	East Indian (Deoghur) ...	...	...	...	...	...	...	2	...	...
17	...	Gondal-Porbandar ...	3	...	5	...	...	...	...	...	...
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	...	14	8	...	...	...	...	2	2
18	...	Jamnagar	4	...	...	...	...	...	...	...	...
19	(a) to (e)	Jodhpur-Bikaner ...	21	...	3	...	...	...	...	...	‡12
20	...	Junagad	3	...	2	...	...	2	...	...	...
6	(c) to (l)	Madras and Southern Mahratta.	64	...	20	...	...	...	...	..	16
21	...	Morvi	5	...	3	...	...	...	...	...	...
22	(a) & (b)	Rohilkund and Kumaon ...	8	3	6	...	...	2	...	...	4
10	(b) to (i)	South Indian	50	...	37	...	...	23	...	...	14
23	...	Udaipur-Chitorgarh ...	4	...	...	...	...	...	...	...	...
		Total ...	295	68	232	1	...	132	2	2	88

* Includes 3 composite restaurant and sleeping carriages.
† Includes 3 third class carriages with dining accommodation.
‡ Includes one refreshment car with luggage van.

DIX-15—*contd.*

railway at the close of the calendar year 1912.

VEHICLES—*contd.*

Second class.			Second class with postal accommodation.	Intermediate class.					Composite, Intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	Third class carriages without brake compartments.		Number.
							Ambulance.								
4-wheeled.	6-wheeled.	Bogie.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.					4-wheeled.	6-wheeled.	Main head.
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
28	...	...	...	25	...	15	...	...	18	3	...	...	266	...	1
18	...	17	...	...	...	...	...	...	...	...	...	...	100	40	2
14	...	1	...	24	...	8	13	...	49	6	4	...	175	...	3
69	...	15	...	56	...	45	...	...	...	155	...	...	542	...	4
119	...	3	22	3	...	...	...	...	9	...	...	...	513	...	5
34	4	...	...	4	...	...	...	...	7	...	...	...	201	...	6
10	...	...	...	...	...	...	...	...	...	...	...	...	64	...	7
81	...	...	...	118	...	13	...	...	187	...	...	...	244	...	8
33	...	...	...	33	...	3	...	...	66	...	2	...	60	...	9
26	...	...	...	...	...	...	...	...	...	...	...	...	137	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
432	4	36	22	263	...	84	13	...	336	164	6	...	2,402	40	
...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	11
10	26	...	...	...	32	...	...	...	78	...	...	...	213	141	12
...	1	...	...	...	...	...	...	...	4	...	...	...	2	20	13
5	...	...	2	...	...	...	...	...	...	...	...	...	39	...	14
44	...	...	...	27	...	4	...	...	12	3	...	...	523	...	2
23	...	...	...	...	...	...	...	...	...	...	...	...	224	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	29	...	16
15	1	8	...	47	...	6	...	...	54	3	2	...	216	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	4
4	...	...	2	...	...	...	...	...	...	...	...	...	33	...	17
...	10	...	...	...	...	...	...	...	...	...	...	...	...	59	7
...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	18
9	...	...	...	17	...	...	...	...	3	...	...	...	60	...	19
...	...	...	1	...	...	...	...	...	...	...	...	...	13	...	20
37	...	...	...	...	...	...	...	...	...	...	...	...	271	...	6
...	...	...	3	...	...	...	...	...	...	...	...	...	26	...	21
3	3	...	...	3	...	...	...	...	10	...	8	...	49	29	22
28	...	8	...	...	...	...	...	...	...	...	...	...	342	1	10
1	...	...	...	...	...	...	...	...	2	...	...	...	17	...	23
184	41	16	8	94	32	10	...	...	172	6	10	...	2,080	250	

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	COACHING								
			Composite, 1st and 2nd class.			Composite 1st, 2nd and 3rd class. (For servants or otherwise.)			Other composite carriages.		
Main head.	Sub-head.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
21	22	23	24	25	26	27	28	29	30	31	32
		2' 6" gauge.									
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	4	...	...	...	...	...	...	...	...
28	...	Barsi Light	...	...	4	...	...	...	...	...	6
1	(*b*), (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur ...	2	...	14	...	...	2	...	...	6
29	...	Bukhtiarpore-Bihar Light...	1	...	...	...	...	...	...	...	...
31	...	Champaner-Shivrajpur Light	...	...	...	...	...	...	...	...	2
32	...	Cutch	...	...	1	...	...	...	...	...	1
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	...	...
34	...	Dholpur-Bari ...	...	...	...	...	...	...	...	...	1
38	...	Madaya Light ...	...	...	...	...	...	...	...	...	...
3	(*b*)	Eastern Bengal ...	6	...	...	...	...	...	5	...	...
2	(*m*) to (*o*)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla.	...	...	...	...	...	...	...	...	...
8	(*k*)	Kalka-Simla	4	...	14	...	...	...	...	...	...
8	(*l*) & (*m*)	Kohat-Thal and Nowshera-Durgai.	8	...	...	...	...	...	...	...	...
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	4	...	...	...	...	...	...
21	...	Morvi	...	...	4	...	...	...	1	...	4
1	(*d*)	Mourbhanj	...	...	...	...	...	...	...	...	2
1	(*f*)	Parlakimedi Light ...	...	...	...	...	...	...	...	...	1
22	(*c*)	Powayan Light ...	3	...	...	...	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	...	...
41	...	Tarkessur-Magra Light ...	2	...	...	...	...	...	1	...	...
42	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	...	...	3
		Total ...	30	...	41	...	...	2	7	...	26
		2' 0" gauge.									
43	...	Darjeeling-Himalayan ...	4	...	4	...	...	...	...	...	5
5	(*h*)	Gwalior Light ...	...	...	...	...	...	...	...	...	4
44	...	Howrah-Amta Light ...	5	...	...	...	...	...	3	...	...
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	3	...	...
46	...	Jagadhri Light ...	1	...	...	...	...	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	2	...
5	(*h*)	Matheran Light ...	1	...	...	...	...	...	2	...	...
48	...	Pipar Road-Bhavi Light ...	...	...	...	...	...	...	...	...	2
		Total ...	11	...	4	...	...	...	8	2	11
		Grand total ...	794	72	644	3	...	296	58	4	279

DIX 15—*contd.*

railway at the close of the calendar year 1912.

VEHICLES—*contd.*

SECOND CLASS.			Second class with postal accommodation.	INTERMEDIATE CLASS.					Composite, intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS.		NUMBER.
							Ambulance.								
4-wheeled.	6-wheeled.	Bogie.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.					4-wheeled.	6-wheeled.	Main head.
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
...	...	...	...	2	...	...	...	...	...	...	...	...	18	...	25
...	...	...	...	5	...	...	...	...	...	...	...	...	28	...	27
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
...	...	3	...	...	...	...	...	...	15	...	...	...	14	...	1
...	...	...	...	2	...	...	...	...	1	...	...	...	11	...	29
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	2	...	...	...	...	2	...	...	...	25	...	3
1	...	11	...	...	...	...	...	...	...	...	...	47	...	...	2
6	...	...	...	...	...	...	...	...	...	...	...	...	26	...	8
4	...	...	...	3	...	...	...	...	...	...	...	...	34	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
4	...	...	2	...	...	...	...	...	...	...	...	...	15	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	22
...	...	...	...	...	...	...	...	...	...	3	...	...	23	...	40
...	...	...	...	1	...	...	...	...	2	...	...	...	11	...	41
...	...	...	...	...	...	...	...	...	...	...	...	7	...	...	42
15	...	19	2	15	...	...	...	...	20	3	1	56	215	...	
18	...	...	...	...	...	...	...	...	...	...	...	...	26	..	43
6	...	...	...	...	...	...	...	...	...	...	...	...	25	...	5
...	...	...	...	3	...	...	...	...	2	...	...	...	22	...	44
...	...	...	...	2	...	...	...	...	1	...	...	...	18	...	45
...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	46
...	...	...	...	...	...	...	...	...	...	...	2	...	12	...	47
7	...	...	...	...	...	...	...	...	...	...	...	...	6	...	5
...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	48
31	...	...	...	5	...	...	...	...	3	...	2	5	139	...	
662	45	71	32	377	32	94	13	...	531	173	19	61	4,866	230	

Rolling-stock under different heads on each railway

COACHING

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	Third class carriages without brake compartments—*concld.*			Third class carriages with brake compartments.					Third class and postal vans.
			Bogie.	Ambulance.		4-wheeled.	6-wheeled.	Bogie.	Ambulance.		
Main head.	Sub-head.			4-wheeled.	Bogie.				4-wheeled.	Bogie.	
49	50	51	52	53	54	55	56	57	58	59	60
		5′ 6″ gauge.									
1	(*a*)	Bengal-Nagpur ...	199	20	...	75	...	...	...	...	18
2	(*a*) & (*c*) to (*f*)	Bombay, Baroda and Central India	287	8	7	4	...	15	...	...	21
3	(*a*)	Eastern Bengal ...	88	...	...	25	...	19	...	...	6
4	...	East Indian	257	100	24	27	...	18	...	6	55
5	(*a*) to (*f*)	Great Indian Peninsula ...	215	16	15	113	...	16	22	10	31
6	(*a*) & (*b*)	Madras and Southern Mahratta	32	45	...	2	...	...	...	...	11
7	(*a*) & (*b*)	Nizam's Guaranteed State...	8	...	...	...	...	...	...	...	5
8	(*a*) to (*f*)	North Western ...	160	400	343	50	...	...	...	...	72
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	41	157	72	13	...	...	15	7	38
10	(*a*)	South Indian	30	...	...	23	...	...	...	...	4
...	...	Calcutta Port Commissioners	...	...	...	...	...	...	...	...	...
		Total ...	1,317	746	466	332	...	68	37	23	261
		3′ 3½″ gauge.									
11	...	Assam-Bengal ...	98	...	...	...	...	...	...	...	22
12	...	Bengal and North-Western	6	...	...	2	215	260	...	...	21
13	...	Bengal Dooars ...	...	...	...	...	...	...	...	...	4
14	...	Bhavnagar	17	...	...	...	...	...	...	...	1
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India	403	5	...	16	...	...	...	...	41
15	(*a*) to (*c*)	Burma	231	54	...	8	...	37	...	...	47
16	...	Dibru-Sadiya	10	...	...	...	...	...	...	...	6
3	(*b*) to (*d*)	Eastern Bengal ...	147	...	...	...	...	...	...	...	16
4	...	East Indian (Deoghur) ...	...	...	...	...	...	...	...	...	...
17	...	Gondal-Porbandar ...	8	...	...	...	...	...	...	...	2
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavári Valley	12	...	...	...	...	1	...	...	3
18	...	Jamnagar	2	...	...	...	...	...	...	...	...
19	(*a*) to (*e*)	Jodhpur-Bikaner ...	57	...	...	...	...	...	...	...	13
20	...	Junagad	7	...	...	1	...	...	...	...	1
6	(*c*) to (*l*)	Madras and Southern Mahratta	102	1	...	237	...	19	2	...	36
21	...	Morvi	5	...	...	1	...	...	...	...	1
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	33	...	...	2	...	...	...	...	1
10	(*b*) to (*i*)	South Indian	395	...	...	...	...	75	...	...	37
23	...	Udaipur-Chitorgarh ...	...	...	...	2	...	...	...	...	1
		Total ...	1,533	60	...	269	215	332	2	...	253

DIX. 15—*contd.*

at the close of the calendar year 1912.

VEHICLES—*concld.*

Brake-vans (used exclusively on passenger service).	Brake-vans with: Intermediate class.	Brake-vans with: Third class.	Brake-vans fitted with postal compartments.	Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	Number. Main head.
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77
35	7	32	...	...	12	...	16	26	30	...	...	...	...	...	974	1
56	...	31	...	...	...	...	14	28	54	...	...	...	...	...	839	2
23	18	...	...	1	1	...	9	22	26	16	20	31	...	13	750	3
168	16	70	...	4	8	...	59	130	57	10	...	...	1	117	2,322	4
154	1	66	10	9	...	6	70	114	139	...	...	...	...	...	2,055	5
...	...	23	...	5	...	...	19	38	38	...	...	...	...	...	712	6
30	...	...	...	...	...	...	4	10	7	...	...	...	...	...	188	7
393	...	152	12	10	3	...	42	147	61	...	...	...	18	75	3,026	8
132	...	10	...	...	...	...	...	71	46	...	...	...	4	...	978	9
...	...	5	...	4	...	...	8	18	8	...	...	...	...	1	317	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
991	42	389	22	33	24	6	241	604	466	26	29	31	23	206	12,161	
...	100	...	...	...	...	...	...	20	14	...	...	3	...	1	335	11
...	...	...	...	...	...	...	5	30	1	...	...	...	...	...	1,106	12
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	48	13
11	...	3	...	...	...	...	2	3	...	...	...	...	...	...	102	14
17	...	75	...	...	...	2	39	84	20	...	...	...	...	4	1,589	2
...	...	54	...	...	...	3	1	37	17	...	...	...	...	24	1,008	15
16	...	...	...	...	...	...	...	3	4	...	...	2	...	2	74	16
47	2	2	...	3	2	2	5	32	58	...	...	23	...	25	844	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	4
5	...	5	...	...	2	...	3	2	...	...	...	...	...	...	82	17
22	...	6	...	...	3	...	2	10	...	...	...	...	...	...	170	7
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	22	18
6	...	8	...	...	...	...	2	14	...	...	...	...	1	...	250	19
3	...	3	...	...	...	...	1	1	1	...	...	...	...	...	45	20
...	...	216	...	...	...	6	14	47	24	...	...	...	...	10	1,272	6
2	...	2	...	...	...	...	...	4	...	...	...	...	...	...	56	21
...	...	6	10	...	...	...	...	12	...	...	...	...	...	...	210	22
88	...	61	...	...	...	...	8	28	5	...	...	...	...	49	1,306	10
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	29	23
207	102	521	10	3	7	13	82	330	144	...	...	28	1	185	8,578	

Rolling-stock under different heads on each railway

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	COACHING								
			Third class carriages without brake compartments—*concld.*			Third class carriages with brake compartments.					Third class and postal vans.
				Ambulance.					Ambulance.		
Main head.	Sub-head.		Bogie.	4-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4 wheeled	Bogie.	
49	50	51	52	53	54	55	56	57	58	59	60
		2' 6" gauge.									
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...	1
28	...	Barsi Light	32	...	...	...	...	...	...	...	...
1	(*b*), (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur ...	109	...	...	3	...	...	...	...	...
29	...	Bukhtiarpore-Bihar Light...	...	...	...	...	...	...	...	...	1
31	...	Champaner-Shivrajpur Light	2	...	...	...	...	...	...	...	...
32	...	Cutch	4	...	...	...	...	...	...	...	...
33	...	Dehri-Rohtas Light ...	2	...	...	...	...	...	...	...	...
34	...	Dholpur-Bari	4	...	...	...	...	2	...	...	...
38	...	Madaya Light ...	...	...	...	...	...	...	...	...	...
3	(*b*)	Eastern Bengal ...	...	...	...	7	...	...	...	...	2
2	(*m*) to (*o*)	Gackwar's Dabhoi, Kosamba-Zankhvav and Rajpipla	...	...	...	...	...	...	...	...	...
8	(*k*)	Kalka-Simla	20	...	...	...	...	...	...	...	4
8	(*l*) & (*m*)	Kohat-Thal and Nowshera-Durgai.	6	...	...	...	...	...	...	...	...
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	10	...	...	...	...	...	...	...	...
21	...	Morvi	13	...	...	...	...	...	...	...	2
1	(*d*)	Mourbhanj	5	...	...	...	...	...	...	...	...
1	(*f*)	Parlakimedi Light ...	3	...	...	...	...	...	...	...	...
22	(*c*)	Powayan Light ...	...	...	...	4	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	6	...	...	...	...	...
41	...	Tarkessur-Magra Light ...	1	...	...	3	...	...	...	...	...
42	...	Texpore-Balipara Light ...	2	...	...	...	...	...	...	...	...
		Total ...	213	...	...	23	...	2	...	...	10
		2' 0" gauge.									
43	...	Darjeeling Himalayan ...	1	...	...	3	...	...	...	...	...
5	(*g*)	Gwalior Light ...	20	...	...	...	...	...	...	...	...
44	...	Howrah-Amta Light ...	2	...	...	...	...	...	...	...	...
45	...	Howrah-Sheakhala Light...	...	...	...	...	...	...	...	...	...
46	...	Jagadhri Light ...	...	..	...	...	...	...	...	...	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...	...
5	(*k*)	Matheran Light ...	...	...	...	...	...	...	...	...	...
48	...	Pipar Road-Bhavi Light ...	...	...	...	...	...	1	...	...	...
		Total ...	23	...	...	3	...	1	...	...	...
		Grand Total ...	3,086	806	466	627	215	403	39	23	524

DIX. 15—*contd.*

at the close of the calendar year 1912.

VEHICLES—*concld.*

Brake-vans (used exclusively on passenger service.)	Brake-vans with: Intermediate class.	Brake-vans with: Third class.	Brake-vans fitted with postal compartments	Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	Number: Main head.
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	25
...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	43	27
...	...	2	4	...	...	...	...	...	...	...	...	...	...	...	49	28
...	...	33	...	...	8	...	...	6	...	...	...	...	...	...	224	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	29
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	31
...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	9	32
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	8	33
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	9	34
...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	9	38
...	4	...	...	...	...	...	...	...	...	...	...	...	...	1	56	3
...	...	3	...	...	...	...	...	2	...	...	...	...	...	...	68	2
...	...	...	...	3	...	...	...	...	1	...	...	...	1	7	98	8
...	...	1	6	...	...	...	...	...	3	...	...	...	...	...	78	8
...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	21	10
4	...	...	...	...	...	...	...	2	...	...	...	...	...	...	51	21
...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	11	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35	40
3	1	...	...	...	...	...	...	...	...	...	...	...	...	...	23	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	42
7	8	49	14	3	8	...	...	11	6	...	...	...	1	8	877	
...	...	2	2	2	1	...	...	...	7	...	...	...	...	7	101	43
...	...	10	...	...	...	...	...	5	...	...	...	...	...	1	83	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	99	44
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	46
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	47
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	48
...	...	12	2	2	1	...	...	5	7	...	...	...	...	8	869	
1,235	152	971	48	41	40	19	323	959	623	23	20	59	25	407	21,985	

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

GOODS

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	Covered goods wagons, bogie.		Covered goods wagons, 4-wheeled.		High-sided wagons, bogie.	High-sided wagons, 4 wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
Main head.	Sub-head.		Ordinary.	Military.	Ordinary.	Military.				
78	79	80	81	82	83	84	85	86	87	88
		5' 6" gauge.								
1	(*a*)	Bengal-Nagpur	...	...	8,637	1,575	...	...	...	728
2	(*a*) & (*c*) to (*f*)	Bombay, Baroda and Central India	...	...	2,925	1,249	...	1,600	...	443
3	(*a*)	Eastern Bengal	...	...	2,868	1,492	...	52	...	...
4	...	East Indian	...	...	3,576	6,940	...	7,215	...	...
5	(*a*) to (*f*)	Great Indian Peninsula ...	51	...	5,923	4,296	81	3,758	...	...
6	(*a*) & (*b*)	Madras and Southern Mahratta	...	...	1,067	1,258	...	1,209	...	...
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	...	...	97	260	10	950	...	...
8	(*a*) to (*j*)	North Western	...	612	9,447	6,588	70	1,582	...	...
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	...	...	2,654	3,200	...	...	...	...
10	(*a*)	South Indian	...	...	244	551	...	431	...	...
...	...	Calcutta Port Commissioners'	...	...	746	...	...	200	...	...
		Total ...	51	612	33,184	27,418	161	16,997	...	1,171
		5' 3½" gauge.								
11	...	Assam-Bengal	100	...	2,046	...	15	170	...	...
12	...	Bengal and North-Western ...	200	...	4,424	2,107	...	...	...	...
13	...	Bengal Doars	263	...	...	...	...	...	...	...
14	...	Bhavnagar	...	...	82	76	...	12	...	...
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India	475	...	3,282	1,905	...	130	...	149
15	(*a*) to (*e*)	Burma	473	75	4,276	20	16	60	...	310
16	...	Dibru-Sadiya	...	...	293	...	...	864	...	...
3	(*b*) to (*d*)	Eastern Bengal	900	...	2,292	406	2	...	...	...
4	...	East Indian (Deoghur) ...	...	...	4	...	...	...	...	...
17	...	Gondal-Porbandar ...	...	...	55	36	...	9	...	...
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	...	...	440	250	2	257	...	...
18	...	Jamnagar	...	...	40	...	...	...	...	...
19	(*a*) to (*e*)	Jodhpur-Bikaner ...	5	...	918	50	...	...	...	...
20	...	Junagad	...	...	52	...	...	4	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta	...	91	4,150	221	63	221	182	268
21	...	Morvi	...	...	29	...	15	62	...	...
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	...	1,093	250	...	...	...	...
10	(*b*) to (*i*)	South Indian	466	...	1,696	250	149	676	6	...
23	...	Udaipur-Chitorgarh ...	...	...	33	8	...	...	...	...
		Total ...	2,382	166	25,395	5,579	262	2,465	188	727

DIX 15—*contd.*

railway at the close of the calendar year 1912.

have been included with four-wheeled wagons.]

VEHICLES.

Low-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Bolster trucks		Number.
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.	Main head.
89	90	91	92	93	94	95	96	97	98	99	100	101
...	...	190	130	4,956	...	23	...	6	114	...	132	1
...	175	26	...	761	...	21	...	7	10	...	...	2
...	...	126	351	...	1	13	...	5	12	30	88	3
...	...	3,003	1,525	692	20	57	93	31	100	...	...	4
...	...	25	...	464	...	61	...	34	191	...	50	5
...	...	...	229	...	1	20	3	9	167	...	...	6
...	...	...	...	...	...	3	...	...	4	...	...	7
102	140	511	1,432	600	24	...	12	65	149	...	...	8
...	...	14	279	180	...	9	...	8	163	...	...	9
...	...	...	...	...	...	3	...	3	...	126	46	10
1	...	82	...	...	...	2	35	...	...	2	20	...
103	315	3,977	3,946	7,653	46	212	148	168	920	158	336	
...	...	316	...	...	4	5	...	3	80	...	...	11
...	28	412	25	*150	...	...	2	1	304	...	...	12
...	...	48	...	...	1	1	...	...	32	...	...	13
11	...	261	...	...	3	...	...	1	10	...	...	14
226	853	7	886	153	...	23	...	35	53	...	...	2
95	...	...	339	38	339	14	...	12	117	157	159	15
...	...	70	...	...	...	...	...	1	54	...	...	16
...	...	316	228	...	...	10	5	2	279	...	...	3
5	...	...	...	...	...	...	...	...	...	...	...	4
7	...	162	...	...	2	...	...	...	9	...	...	17
...	...	...	...	...	...	3	...	...	20	...	...	7
...	...	40	...	...	...	...	...	...	...	...	...	18
...	†151	...	†162	...	36	...	...	1	...	...	...	19
2	...	109	...	...	1	...	...	1	3	...	...	20
...	...	95	238	350	...	14	47	13	125	30	...	6
2	...	...	...	...	...	1	...	...	...	...	...	21
...	...	242	...	...	...	7	...	2	76	...	...	22
27	...	...	...	...	...	...	...	8	79	...	20	10
...	...	10	...	...	...	...	...	...	...	...	...	23
375	1,032	2,118	1,878	691	386	78	54	80	1,241	187	170	

* These are 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.
† These are used both for ordinary and military purposes.

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	GOODS							
			Covered goods wagons, bogie.		Covered goods wagons, 4-wheeled.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
Main head.	Sub-head.		Ordinary.	Military.	Ordinary.	Military.				
78	79	80	81	82	83	84	85	86	87	88
		2' 6" gauge.								
25	...	Arrah-Sasaram Light ...	...	...	27	...	...	20	...	...
27	...	Baraset-Basirhat Light ...	...	...	6	...	...	29	...	...
28	...	Barsi Light	87	...	...	...	10	...	...	...
1	(*b*), (*c*), (*e*), (*g*) & (*k*).	Bengal-Nagpur ...	238	283	20	...	...	...	284	...
29	...	Bukhtiarpore-Bihar Light	...	...	14	...	...	28	...	...
31	...	Champaner-Shivrajpur Light	5	...	...	...	2	1	...	...
32	...	Cutch	...	...	...	...	...	15	...	...
33	...	Dehri-Rohtas Light ...	...	...	27	...	...	...	...	...
34	...	Dholpur-Bari	8	...	...	...	...	10	...	...
36	...	Madaya Light ...	...	...	3	...	...	...	...	...
3	(*b*)	Eastern Bengal ...	...	...	64	...	...	...	...	...
2	(*m*) to (*o*)	Gackwar's Dabhoi, Kosamba-Zankhvav and Rajpipla	...	...	89	...	...	...	...	...
8	(*k*)	Kalka-Simla	12	20	36	...	45	...	...	...
8	(*l*) & (*m*)	Kohat-Thal and Nowshera-Dargai.	49	...	25	...	13	19	...	...
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	24	...	...	...	24	...	...	...
21	...	Morvi	10	...	10	...	2	...	...	...
1	(*d*)	Mourbhanj	6	...	2	...	...	...	...	...
1	(*f*)	Parlakimedi Light ...	2	...	...	...	...	...	...	...
22	(*c*)	Powayan Light ...	1	...	57	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	...	...	118	...	...	...	...	...
41	...	Tarkessur-Magra Light ...	...	...	19	...	...	...	...	...
42	...	Tezpore-Balipara Light ...	...	...	37	...	2	18	...	...
		Total ...	442	306	554	...	105	140	284	...
		2' 6" gauge.								
43	...	Darjeeling-Himalayan ...	1	...	86	...	...	150	...	...
5	(*g*)	Gwalior Light ...	...	...	155	...	6	67	...	...
44	...	Howrah-Amta Light ...	...	...	14	...	...	42	...	...
45	...	Howrah-Shegkhala Light ...	...	...	4	...	...	4	...	...
46	...	Jagadhri Light ...	...	...	1	...	...	...	...	...
47	...	Jorhat (Provincial) ...	48	...	...	...	21	...	...	...
5	(*h*)	Matheran Light ...	...	...	7	...	...	16	...	...
48	...	Pipar Road-Bhavi Light ...	...	...	1	...	1	4	...	...
		Total ...	49	...	268	...	28	233	...	...
		Grand Total ...	3,424	1,084	59,211	32,997	556	19,885	472	1,898

DIX. 15—*contd.*

railway at the close of the calendar year 1912.

have been included with four-wheeled wagons.]

VEHICLES.

Low-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Bolster trucks.		Number.
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.	Main head.
89	90	91	92	93	94	95	96	97	98	99	100	101
...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	...	27
55	...	...	...	...	...	...	...	...	...	...	...	28
25	...	30	...	195	...	2	...	...	43	...	...	1
4	...	12	...	...	...	...	...	...	...	...	...	29
...	...	49	...	...	...	...	...	...	...	...	...	31
14	...	...	...	...	...	...	...	...	...	...	...	32
12	...	30	...	...	...	...	...	...	...	...	...	33
...	...	25	...	...	...	...	...	...	...	...	...	34
...	...	24	...	...	...	...	...	...	...	...	...	38
...	...	9	...	...	...	...	...	...	...	...	...	3
168	...	93	...	...	...	...	...	1	...	...	...	2
...	...	...	...	...	...	...	...	1	...	...	...	8
...	14	4	*2	69	10	...	74	2	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	10
38	...	...	...	...	...	...	...	...	...	...	...	21
10	...	2	...	...	...	...	...	...	...	...	...	1
13	...	2	...	...	...	...	...	...	...	...	...	1
...	...	3	...	...	...	...	...	...	2	...	...	22
...	...	68	...	...	...	...	...	...	...	...	...	40
...	...	37	...	...	...	...	...	...	...	...	...	41
...	...	6	...	...	...	...	...	...	4	...	...	42
338	14	394	2	234	10	2	74	4	49	...	...	
1	...	...	...	...	...	...	...	...	4	2	...	43
...	...	10	...	...	...	1	...	...	...	1	...	5
10	...	4	...	...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	...	...	...	...	45
...	...	6	...	...	...	...	...	...	...	...	...	46
5	...	...	...	...	...	...	5	...	...	...	...	47
...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	2	...	...	...	...	...	...	...	...	...	48
16	...	22	...	...	...	1	5	...	4	3	...	
832	1,361	6,511	5,826	8,608	442	293	276	252	2,214	348	506	

* These are light military trollies.

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	GOODS VEHICLES—*concld.*							
Main head.	Sub-head.		Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas-holders.	Travelling cranes.	Miscellaneous.	Total goods vehicles.
102	103	104	105	106	107	108	109	110	111	112
		5' 6" gauge.								
1	(*a*)	Bengal-Nagpur	75	275	47	...	14	24	172	12,098
2	(*a*) & (*c*) to (*f*)	Bombay, Baroda and Central India.	478	200	20	30	12	17	263	8,247
3	(*a*)	Eastern Bengal	235	90	30	12	4	8	81	5,498
4	...	East Indian	289	814	85	1	7	34	32	24,523
5	(*a*) to (*f*)	Great Indian Peninsula ...	451	697	42	11	19	62	1	16,217
6	(*a*) & (*b*)	Madras and Southern Mahratta	95	250	38	11	12	16	24	4,409
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	71	28	...	3	1	2	5	1,434
8	(*a*) to (*j*)	North Western ...	240	320	86	80	31	67	287	22,445
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	112	75	14	2	10	22	...	6,742
10	(*a*)	South Indian	65	70	7	1	6	4	13	1,570
...	...	Calcutta Port Commissioners'	12	1	...	...	...	3	...	1,104
		Total ...	2,123	2,820	369	151	116	259	878	104,287
		3' 3½" gauge.								
11	...	Assam-Bengal	110	15	3	...	8	17	14	2,906
12	...	Bengal and North-Western ...	...	239	13	...	...	22	9	7,966
13	...	Bengal Dooars	...	15	...	...	...	3	...	363
14	...	Bhavnagar	40	8	1	1	...	1	6	513
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	370	302	21	...	...	27	7	8,904
15	(*a*) to (*e*)	Burma	828	222	2	25	...	37	131	7,736
16	...	Dibru-Sadiya	...	21	6	...	...	2	...	1,311
3	(*b*) to (*d*)	Eastern Bengal	50	86	14	...	7	16	109	4,722
4	...	East Indian (Deoghur) ...	...	2	...	...	...	...	...	11
17	...	Gondal-Porbandar ...	25	8	1	...	...	1	54	369
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	83	28	1	1	1	3	4	1,093
18	...	Jamnagar	...	4	...	...	...	...	...	84
19	(*a*) to (*e*)	Jodhpur-Bikaner ...	...	42	2	18	...	...	...	1,385
20	...	Junagad	9	2	...	...	...	...	1	184
6	(*e*) to (*l*)	Madras and Southern Mahratta	...	51	23	49	36	22	3	6,297
21	...	Morvi	...	2	...	...	...	...	...	111
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	44	...	...	...	12	...	1,726
10	(*b*) to (*i*)	South Indian	575	140	38	23	...	8	8	4,169
23	...	Udaipur-Chitorgarh ...	...	3	...	...	...	...	...	54
		Total ...	2,090	1,234	130	117	52	171	346	49,904

DIX 15—*contd.*

railway at the close of the calendar year 1912.

MOTOR CARS.							LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.				NUMBER.
RAIL MOTORS.			ROAD MOTORS.								
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's for passengers or goods).	Motor Vans (for parcels and goods).	Total.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.	Main head.
113	114	115	116	117	118	119	120	121	122	123	124
...	...	1	1	...	...	2	40	236	80	356	1
...	...	2	2	...	4	8	...	289	49	338	2
...	...	2	1	...	3	6	17	146	77	240	3
...	5	19	1	...	2	27	95	396	254	745	4
...	1	2	1	...	2	6	3	448	147	598	5
...	2	2	1	...	...	5	4	159	52	215	6
...	...	...	...	...	...	...	...	72	5	77	7
...	1	5	3	...	3	12	131	1,064	289	1,484	8
...	...	4	...	...	2	6	36	345	115	496	9
...	1	...	...	...	...	1	...	68	...	68	10
...	...	...	...	...	...	...	...	...	...	...	...
...	10	97	10	...	16	73	326	3,223	1,068	4,617	
...	...	2	...	...	....	2	...	49	130	179	11
...	...	...	...	...	...	...	32	200	78	310	12
...	...	...	...	...	...	...	...	...	....	...	13
...	...	...	...	...	...	...	...	43	...	43	14
...	...	...	...	...	...	...	31	511	152	694	2
*3	...	1	1	...	1	6	...	245	87	332	15
...	...	...	...	...	...	...	...	12	...	12	16
...	...	3	...	...	...	3	48	352	82	482	3
...	...	...	...	...	...	...	...	...	....	...	4
...	...	1	...	...	...	1	...	24	...	24	17
...	...	...	...	...	...	...	...	68	14	82	7
...	...	1	...	...	...	1	...	6	...	6	18
...	...	1	...	...	...	1	17	117	35	169	19
...	...	1	...	...	...	1	...	13	...	13	20
...	...	1	...	...	...	1	...	326	130	456	6
...	...	...	...	...	...	...	...	32	3	35	21
...	...	...	1	...	1	2	...	37	31	68	22
...	...	2	2	...	...	4	...	249	39	288	10
...	...	1	...	...	...	1	...	19	3	22	23
3	...	14	4	...	2	23	128	2,303	784	3,215	

*These are four engines and three trailers.

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	GOODS VEHICLES—*concld.*							
Main head.	Sub-head.		Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas holders.	Travelling cranes.	Miscellaneous.	Total goods vehicles.
102	103	104	105	106	107	108	109	110	111	112
		2' 6" gauge.								
25	...	Arrah-Sasaram Light ...	...	4	...	...	...	...	...	51
27	...	Baraset-Basirhat Light ...	...	3	...	...	...	...	...	38
28	...	Barsi Light	2	...	...	4	...	1	2	161
1	(*b*), (*c*), (*e*) (*g*) & (*k*).	Bengal-Nagpur	...	17	6	...	4	4	3	1,157
29	...	Bukhtiarpore-Bihar Light ...	...	3	...	...	...	...	...	61
31	...	Champaner-Shivrajpur Light .	...	2	...	...	...	...	...	59
32	...	Cutch	...	...	...	...	...	...	...	29
33	...	Delri-Rohtas Light ...	...	...	...	...	...	...	...	69
34	...	Dholpur-Bari	...	2	...	...	...	...	...	45
38	...	Madaya Light	...	...	...	...	...	...	...	27
3	(*b*)	Eastern Bengal	...	1	...	...	...	...	...	74
2	(*m*) to (*o*)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla.	...	13	...	...	...	...	2	366
8	(*k*)	Kalka-Simla	...	18	...	1	...	1	35	169
8	(*l*) & (*m*)	Kohat-Thal and Nowshera-Durgai.	*150	14	...	...	...	...	...	445
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur Krishnagiri.	...	...	...	...	...	...	...	48
21	...	Morvi	...	2	...	1	...	...	...	70
1	(*d*)	Mourbhanj	...	...	...	...	...	...	...	20
1	(*f*)	Parlakimedi Light ...	...	3	...	...	...	...	...	19
22	(*c*)	Powayan Light	...	...	...	...	...	...	8	71
40	...	Shahdara (Delhi)-Saharanpur Light.	...	3	...	...	...	...	...	189
41	...	Tarkessur-Magra Light ...	...	1	...	...	...	...	...	57
42	...	Tezpore-Balipara Light ...	...	3	...	...	...	...	...	70
		Total ...	152	89	6	6	4	6	50	3,295
		2' 0" gauge.								
43	...	Darjeeling-Himalayan ...	...	...	...	...	...	...	9	253
5	(*g*)	Gwalior Light	...	4	...	...	...	...	...	244
44	...	Howrah-Amta Light ...	...	11	...	...	...	...	...	81
45	...	Howrah-Sheakhala Light ...	...	1	...	...	...	...	...	9
46	...	Jagadhri Light	...	1	...	...	...	...	...	8
47	...	Jorhat (Provincial) ...	...	...	...	...	...	1	3	83
5	(*h*)	Matheran Light	...	2	...	1	...	1	...	27
48	...	Pipar Road-Bhavi Light ...	...	...	...	...	...	...	1	9
		Total ...	...	19	...	1	...	2	13	714
		Grand total ...	4,365	4,162	505	275	172	438	1,287	158,200

* These are general service wagons.

DIX 15—*concld.*

railway at the close of the calendar year 1912.

MOTOR CARS.							LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.				NUMBER.
RAIL MOTORS.			ROAD MOTORS.								
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's, for passengers or goods).	Motor Vans (for parcels and goods).	Total.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.	Main head.
113	114	115	116	117	118	119	120	121	122	123	124
...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	27
...	...	2	1	...	...	3	...	...	...	...	28
...	...	...	...	...	...	...	...	77	23	100	1
...	...	...	...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	2	2	4	31
...	...	...	...	...	...	...	...	3	1	4	32
...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	6	1	7	34
...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	2
...	*1	1	...	...	...	2	...	20	4	24	8
...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	6	4	10	21
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	3	3	40
...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	42
...	1	3	1	...	...	5	...	114	38	152	
...	...	...	...	...	...	...	...	...	4	4	43
...	2	1	...	...	...	3	...	5	...	5	5
...	...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	...	...	...	46
...	...	...	...	...	...	...	...	...	...	...	47
...	1	...	...	...	...	1	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	48
...	3	1	...	...	...	4	...	5	4	9	
3	14	55	15	...	18	105	454	5,645	1,894	7,993	

* This is a rail petrol mail van.

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway.	Engines.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
Main head.	Sub-head.		Number at close of 1911.	Number added in 1912.	Number at close of 1912.	Number at close of 1911.	Number added in 1912.	Number at close of 1912.	Number at close of 1911.	Number added in 1912.	Number at close of 1912.
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ gauge.									
1	(a)	Bengal-Nagpur	81	...	81	...	...	...	309	3	312
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	125	10	135	...	...	...	162	22	184
3	(a)	Eastern Bengal	81	3	84	59	...	59	106	4	110
4	...	East Indian	192	−22	170	387	21	408	496	11	507
5	(a) to (f)	Great Indian Peninsula ...	294	1	295	546	1	547	170	−2	168
6	(a) & (b)	Madras and Southern Mahratta	67	...	67	...	...	...	183	...	183
7	(a) & (b)	Nizam's Guaranteed State ...	...	...	...	23	−2	21	38	3	41
8	(a) to (j)	North Western	225	15	240	699	62	761	150	...	150
9	(a) & (b)	Oudh and Rohilkhand ...	99	...	99	...	...	...	150	22	172
10	(a)	South Indian	25	2	27	...	...	...	89	5	94
		Total ...	1,189	9	1,198	1,714	82	1,796	1,853	68	1,921
		3′ 3¾″ gauge.									
11	...	Assam-Bengal	5	...	5	...	...	...	104	...	104
12	...	Bengal and North-Western ...	54	...	54	...	...	...	274	...	274
13	...	Bengal Dooars	...	...	...	...	...	...	10	...	10
14	...	Bhavnagar	...	...	...	...	...	...	20	...	20
2	(b) & (g) to (l)	Bombay, Baroda and Central India.	189	8	197	...	...	...	322	−8	314
15	(a) to (c)	Burma	8	1	9	...	...	...	297	10	307
16	...	Dibru-Sadiya	...	...	...	...	...	...	26	...	26
3	(b) to (d)	Eastern Bengal	...	45	45	...	58	58	229	−94	135
4	...	East Indian (Deoghur) ...	...	...	...	...	...	...	2	...	2
17	...	Gondal-Porbandar	...	...	...	...	...	...	14	...	14
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	14	1	15	10	−2	8	41	−1	40
18	...	Jamnagar	...	...	...	...	...	...	4	...	4
19	(a) to (e)	Jodhpur-Bikaner	...	...	...	...	...	...	64	7	71
20	...	Junagad	...	...	...	...	...	...	8	...	8
6	(c) to (l)	Madras and Southern Mahratta	40	2	42	10	5	15	233	...	233
21	...	Morvi	3	...	3	2	...	2	3	1	4
22	(a) & (b)	Rohilkund and Kumaon ...	4	...	4	...	...	...	54	...	54
10	(b) to (i)	South Indian	20	6	26	...	...	...	280	−3	277
23	...	Udaipur-Chitorgarh ...	1	1	2	...	...	...	2	...	2
		Total ...	338	64	402	22	61	83	1,987	−88	1,899

DIX 16.

during 1912 (except where otherwise stated).

ENGINES.										NUMBER.
Total No. of locomotives on the 31st December 1912.	Number of all classes per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.				Average mileage run by each *per diem*.				
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Main head.
13	14	15	16	17	18	19	20	21	22	23
393	0·21	35,151	...	24,653	26,817	96	...	67	73	1
319	0·27	33,358	...	18,619	25,068	92	...	51	68	2
253	0·49	29,806	29,518	20,692	25,776	81	81	56	70	3
1,085	0·41	37,314	29,658	8,467	28,043	103	81	23	76	4
1,010	0·35	31,718	22,828	16,108	24,599	89	62	44	67	5
250	0·24	33,524	...	17,232	21,967	94	...	47	60	6
32	0·17	...	24,696	30,339	23,422	...	67	83	78	7
1,151	0·25	36,610	11,309	21,465	24,087	100	31	58	65	8
271	0·17	31,288	...	22,252	25,553	85	...	61	70	9
121	0·27	33,539	...	14,494	18,588	64	...	40	51	10
4,915	...	...	...	...	...	...	...	...	...	
109	0·14	30,442	...	21,909	22,308	83	...	60	61	11
328	0·16	...	...	23,455	23,455	...	...	64	64	12
10	0·07	...	...	...	...	...	...	...	...	13
20	0·10	...	...	23,418	23,418	...	...	78	78	14
511	0·23	26,717	...	18,308	21,587	73	...	50	59	2
316	0·21	27,673	...	23,461	23,581	76	...	64	64	15
26	0·28	...	...	21,200	21,200	...	...	58	58	16
238	0·21	41,153	24,570	16,155	23,932	112	67	44	63	3
2	0·42	...	...	...	...	...	...	...	...	4
14	0·07	...	...	31,554	31,554	...	...	86	86	17
63	0·14	27,763	17,708	27,147	26,067	76	48	74	71	7
4	0·07	...	...	21,714	21,714	...	...	59	59	18
71	0·06	...	...	32,702	32,702	...	...	89	89	19
8	0·08	...	...	23,075	23,075	...	...	63	63	20
290	0·14	30,871	13,859	25,165	25,407	84	38	69	69	6
9	0·12	21,067	12,416	26,992	21,778	58	34	74	60	21
58	0·10	...	...	24,693	24,693	...	...	67	67	22
303	0·25	33,409	...	20,127	23,990	91	...	55	65	10
4	0·06	1,759	...	49,818	27,983	5	...	136	77	23
2,384	...	...	...	...	...	...	...	...	...	

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway.	Engines.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
Main head	Sub-head.		Number at close of 1911.	Number added in 1912.	Number at close of 1912.	Number at close of 1911.	Number added in 1912.	Number at close of 1912.	Number at close of 1911.	Number added in 1912.	Number at close of 1912.
1	2	3	4	5	6	7	8	9	10	11	12
		2' 6" gauge.									
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	5	...	5
27	...	Barasat-Basirhat Light ...	...	...	...	...	...	...	7	...	7
28	...	Barsi Light	...	...	...	...	...	...	13	...	13
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	...	...	...	...	...	...	75	1	76
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...	4	...	4
31	...	Champaner-Shivrajpur Light ...	...	...	...	...	...	...	3	1	4
32	...	Cutch	...	...	...	...	...	...	4	...	4
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	3	...	3
34	...	Dholpur-Bari	...	...	...	...	...	...	3	1	4
3	(*b*)	Eastern Bengal	...	...	...	...	...	...	7	—2	5
2	(*m*) *to* (*o*)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla	...	...	...	...	...	...	15	...	15
8	(*k*)	Kalka-Simla	...	...	...	...	...	...	35	—7	28
8	(*l*) & (*m*)	Kohat-Thal and Nowshera-Durgai.	...	...	...	...	...	...	28	4	32
38	...	Madaya Light	...	...	...	...	...	...	...	2	2
10	(*j*) & (*k*)	Morappur-Dharmapari and Tirupattur-Krishnagiri.	...	...	...	...	...	...	6	...	6
21	...	Morvi	3	...	3	1	...	1	1	...	1
1	(*d*)	Mourbhanj	...	...	...	...	...	...	3	...	3
1	(*f*)	Pariakimedi Light ...	...	...	...	...	...	...	3	...	3
22	(*c*)	Powayan Light	...	...	...	...	...	...	5	...	5
40	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	8	...	8
41	...	Tarkessur-Magra Light ...	...	...	...	...	...	...	6	...	6
42	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	3	...	3
		Total ...	3	...	3	1	...	1	237	...	237
		2' 0" gauge.									
43	...	Darjeeling-Himalayan ...	...	...	...	...	...	...	17	...	17
5	(*g*)	Gwalior Light ...	...	...	...	...	...	...	20	...	20
44	...	Howrah-Amta Light ...	...	...	...	...	...	...	13	...	13
45	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	3	1	4
46	...	Jagadhri Light	...	...	...	...	...	...	2	...	2
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...	9	...	9
5	(*h*)	Matheran Light	...	...	...	...	...	...	5	...	5
48	...	Pipar Road-Bhavi Light ...	...	...	...	...	...	...	2	...	2
		Total ...	...	...	...	...	...	...	71	1	72
		Grand total ...	1,530	73	1,603	1,737	143	1,880	4,148	—19	4,129

DIX. 16—*contd.*

during 1912 (except where otherwise stated).

Engines.										
Total No. of locomotives on the 31st December 1912.	Number of all classes per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.				Average mileage run by each *per diem*.				Number.
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Main head.
13	14	15	16	17	18	19	20	21	22	23
5	0·08	...	...	17,717	17,717	...	...	48	48	25
7	0·14	...	...	19,279	19,279	...	...	53	53	27
13	0·11	...	...	18,133	18,133	...	...	50	50	28
76	0·12	...	...	15,590	15,590	...	...	43	43	1
4	0·14	...	...	19,484	19,484	...	...	53	53	29
4	0·20	...	...	8,567	8,567	...	...	23	23	31
4	0·10	...	...	8,266	8,266	...	...	23	23	32
3	0·13	...	...	5,744	5,744	...	...	16	16	33
4	0·20	...	...	6,204	6,204	...	...	17	17	34
5	0·14	...	...	14,827	14,827	...	...	40	40	3
15	0·08	...	...	16,753	16,753	...	...	46	46	2
28	0·47	...	...	8,763	12,316	...	...	24	34	8
32	0·31	...	...	8,672	10,351	...	...	24	28	8
2	0·26	...	...	...	...	...	...	...	...	38
6	0·14	...	...	13,799	13,821	...	...	38	38	10
5	0·26	4,082	2,348	25,142	7,916	11	6	69	22	21
3	0·09	...	...	10,603	10,603	...	...	29	29	1
3	0·12	...	...	7,419	7,419	...	...	20	20	1
5	0·13	...	...	3,598	3,598	...	...	10	10	22
8	0·09	...	...	18,765	18,765	...	...	51	51	40
6	0·18	...	...	21,878	21,878	...	...	60	60	41
3	0·15	...	...	10,909	10,909	...	...	30	30	42
241	...	...	...	...	...	...	...	...	...	
17	0·33	...	...	16,525	16,525	...	...	45	45	43
20	0·08	...	...	19,878	19,878	...	...	54	54	5
13	0·30	...	...	14,895	14,895	...	...	41	41	44
4	0·18	...	...	18,134	18,134	...	...	50	50	45
2	0·60	...	...	7,825	7,825	...	...	21	21	46
9	0·28	...	...	5,400	5,400	...	...	13	13	47
5	0·40	...	...	3,372	3,372	...	...	9	9	5
2	0·08	...	...	10,867	10,867	...	...	30	30	48
72	...	...	...	...	...	...	...	...	...	
7,612	...	...	...	...	...	...	...	...	...	

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway.	Engines—*concld.*							
			Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees on 31st December 1912.	Total value per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Number at close of 1911.	Number added in 1912.	Number at close of 1912.
Main head.	Sub-head.									
24	25	26	27	28	29	30	31	32	33	34
		5′ 6″ gauge.								
1	(*a*)	Bengal-Nagpur	10,040	53	13·62	2,14,28	11,573	913	61	974
2	(*a*) & (*c*) to (*f*)	Bombay, Baroda and Central India.	9,336	31	9·87	1,41,91	12,075	759	80	839
3	(*a*)	Eastern Bengal	6,678	40	44·59	1,11,04	21,694	751	—1	750
4	...	East Indian	11,892	100	9·22	4,75,85	18,130	2,309	13	2,322
5	(*a*) to (*f*)	Great Indian Peninsula ...	8,407	197	19·50	4,32,30	14,902	2,029	26	2,055
6	(*a*) & (*b*)	Madras and Southern Mahratta	7,390	42	16·80	1,09,55	10,517	700	12	712
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	...	7	11·65	25,72	7,327	185	3	188
8	(*a*) to (*j*)	North Western	8,746	151	13·16	5,40,19	11,344	3,049	—23	3,026
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	7,860	35	12·97	1,28,80	7,954	937	41	978
10	(*a*)	South Indian	4,836	18	14·88	42,11	9,442	310	7	317
		Total ..	...	...	...	...	...	11,942	219	12,161
		3′ 3¾″ gauge.								
11	...	Assam-Bengal	4,307	9	8·10	39,07	4,853	333	22	355
12	...	Bengal and North-Western ...	4,945	32	9·82	1,05,14	5,340	1,081	25	1,106
13	...	Bengal Docars	...	2	20·00	2,70	1,765	48	...	48
14	...	Bhavnagar	4,114	1	6·08	4,80	2,476	97	5	102
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	4,764	61	11·93	99,29	4,488	1,554	35	1,589
15	(*a*) to (*c*)	Burma	4,744	26	8·20	1,09,15	7,066	1,004	4	1,008
16	...	Dibru-Sadiya	...	7	25·54	...	...	73	1	74
3	(*b*) to (*d*)	Eastern Bengal	4,449	42	68·60	*69,14	*6,032	804	40	844
4	...	East Indian (Deoghur) ...	...	...	...	...	...	10	...	10
17	...	Gondal-Porbandar ...	4,598	2	13·71	337	1,735	82	...	82
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	4,305	5	8·38	19,85	4,501	155	15	170
18	...	Jamnagar	2,657	1	25·00	1,36	2,506	22	...	22
19	(*a*) to (*e*)	Jodhpur-Bikaner	7,394	9	12·68	22,55	1,850	234	16	250
20	...	Junagad	3,651	...	...	1,96	1,946	44	1	45
6	(*c*) to (*l*)	Madras and Southern Mahratta	4,511	38	13·28	†73,85	†8,595	1,205	67	1,272
21	...	Morvi	...	2	22·22	3,03	4,093	46	10	56
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	4,483	5	9·47	19,25	3,483	210	...	210
10	(*b*) to (*i*)	South Indian	4,485	23	7·59	70,72	5,869	1,252	54	1,306
23	...	Udaipur-Chitorgarh ...	4,226	...	...	1,39	1,917	23	6	29
		Total ...	...	...	...	...	...	8,277	301	8,578

* Includes the outlay on the 2′ 6″ gauge section.
† Excludes the outlay by the West of India Portuguese railway.

DIX 16—*contd.*

during 1912 (except where otherwise stated).

Coaching Stock.												Number
Number per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.						Average mileage run by each *per annum*.						
1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	Main head.
35	36	37	38	39	40	41	42	43	44	45	46	47
0·06	0·03	0·03	0·31	0·09	0·52	54,621	68,917	80,710	56,514	56,980	58,489	1
0·06	0·07	...	0·42	0·12	0·67	...	...	...	...	...	71,627	2
0·15	0·11	0·18	0·64	0·38	1·46	37,131	47,585	57,599	57,464	40,199	50,492	3
0·09	0·06	0·07	0·43	0·23	0·88	64,692	76,787	96,754	69,027	42,182	65,893	4
0·08	0·08	...	0·34	0·19	0·69	...	...	...	...	...	62,504	5
0·08	0·08	0·01	0·40	0·11	0·68	...	...	...	...	...	44,193	6
...	...	...	...	...	0·54	...	...	...	...	...	40,032	7
0·06	0·04	0·05	0·30	0·12	0·64	57,793	70,975	78,270	65,973	38,732	58,037	8
0·08	0·04	0·04	0·27	0·17	0·60	...	...	...	...	...	46,193	9
0·05	0·08	...	0·34	0·08	0·55	42,747	31,267	...	41,497	17,827	36,809	10
...	...	...	...	...	...	...	...	...	...	...	...	
0·06	0·03	0·04	0·16	0·15	0·44	30,451	35,522	21,462	40,814	19,149	32,615	11
0·05	0·03	0·03	0·41	0·02	0·54	66,855	85,948	96,094	76,634	21,716	75,311	12
...	...	...	...	...	0·31	...	...	...	...	...	...	13
0·06	0·06	...	0·31	0·10	0·53	...	...	...	...	...	51,899	14
0·08	0·05	0·02	0·47	0·10	0·72	...	...	...	...	...	56,178	2
0·06	0·05	...	0·42	0·13	0·66	...	...	...	...	...	...	15
...	...	...	...	...	0·81	...	...	...	...	...	...	16
0·08	0·05	0·08	0·36	0·19	0·76	...	...	...	...	...	...	3
...	...	...	...	...	2·09	12,756	14,676	12,872	11,443	15,498	12,338	4
0·06	0·05	...	0·23	0·08	0·42	...	...	...	...	...	52,388	17
...	...	...	...	...	0·39	...	...	...	...	...	58,851	7
...	...	...	...	...	0·48	...	...	...	...	...	22,325	18
0·03	0·02	0·01	0·11	0·03	0·20	...	...	...	...	...	70,240	19
0·09	0·04	....	0·23	0·09	0·45	...	...	...	...	...	36,193	20
0·05	0·04	...	0·36	0·16	0·61	...	...	...	...	...	31,985	6
0·16	0·04	...	0·47	0·08	0·75	...	...	...	...	...	...	21
0·05	0·03	0·02	0·23	0·05	0·38	...	...	...	...	...	49,859	22
0·09	0·07	...	0·73	0·19	1·08	37,166	45,689	...	56,783	33,157	50,209	10
...	...	...	...	...	0·42	...	...	...	...	...	40,487	23
...	...	...	...	...	...	...	...	...	...	...	...	

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway.	Engines—*concld.*							
			Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the list.	Total value, in thousands of rupees on 31st December 1912.	Total value per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Number at close of 1911.	Number added in 1912.	Number at close of 1912.
Main head.	Sub-head.									
24	25	26	27	28	29	30	31	32	33	34
		2' 6" gauge.								
25	...	Arrah-Sasaram Light ...	...	...	...	1,27	2,021	23	...	23
27	...	Baraset-Basirhat Light ...	...	...	...	1,67	3,265	43	...	43
28	...	Barsi Light	...	1	7·70	4,10	3,544	49	...	49
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	2,573	10	13·16	29,57	4,632	196	28	224
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	99	3,006	*18	...	18
31	...	Champaner-Shivrajpur Light ...	...	...	...	83	4,091	2	2	4
32	...	Cutch	...	1	25·00	49	1,343	9	...	9
33	...	Dehri-Rohtas Light ...	...	...	...	41	1,742	8	...	8
34	...	Dholpur-Bari	...	1	25·00	80	4,060	7	2	9
3	(*b*)	Eastern Bengal	...	...	...	...	...	56	...	56
2	(*m*) to (*o*)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla.	...	1	9·00	2,58	1,419	58	10	68
8	(*k*)	Kalka-Simla	898	7	24·89	9,57	15,971	102	—4	98
3	(*l*) & (*m*)	Kohat-Thal and Nowshera-Durgai.	592	7	22·16	7,78	7,629	66	12	78
38	...	Madaya Light	...	...	...	...	...	...	9	9
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1,288	1	16·67	2,05	4,668	21	...	21
21	...	Morvi	...	...	...	96	5,039	51	...	51
1	(*d*)	Mourbhanj	1,026	1	25·00	63	1,941	11	...	11
1	(*f*)	Parlakimedi Light ...	727	...	...	1,01	4,114	7	...	7
22	(*c*)	Powayan Light	...	1	20·00	1,02	2,591	18	...	18
40	...	Shahidara (Delhi)-Saharanpur Light.	...	1	12·50	2,76	2,986	35	...	35
41	...	Tarkessur-Magra Light ...	...	1	16·66	1,04	3,118	22	4	26
42	...	Tenpore-Balipara Light ...	...	1	33·33	60	2,974	12	...	12
		Total ...	...	...	...	...	...	814	63	877
		2' 0" gauge.								
43	...	Darjeeling-Himalayan ...	...	2	11·76	3,30	6,463	108	—7	101
5	(*g*)	Gwalior Light	...	6	30·00	4,05	1,620	83	...	83
44	...	Howrah-Amta Light ...	...	...	...	2,63	5,904	97	2	99
45	...	Howrah-Sheakhala Light ...	...	...	...	65	3,281	24	...	24
46	...	Jagadhri Light	...	1	50·00	29	6,014	4	...	4
47	...	Jorhat (Provincial)	...	2	22·22	...	...	21	...	21
5	(*h*)	Matheran Light ...	...	2	40·00	1,41	11,186	32	...	32
48	...	Pipar Road-Bhavi Light ...	...	...	...	19	767	4	1	5
		Total ...	...	...	...	...	...	373	—4	369
		Grand Total ...	...	...	...	...	...	21,406	579	21,985

* Revised figures.

DIX. 16—*contd.*

during 1912 (except where otherwise stated).

Coaching Stock.												Number.
Number per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.						Average mileage run by each *per annum*.						
1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	Main head.
35	36	37	38	39	40	41	42	43	44	45	46	47
...	...	...	...	...	0·38	...	...	...	...	...	...	25
...	...	...	...	...	0·32	...	...	...	...	...	...	27
0·04	0·04	...	0·29	0·05	0·42	42,120	44,034	...	5,783	29,808	3,954	28
...	...	...	...	...	0·35	...	...	...	...	...	45,603	1
...	...	...	...	...	0·51	...	...	...	...	...	...	29
...	...	...	...	...	0·20	...	...	...	...	...	...	31
0·04	0·02	...	0·13	0·05	0·24	1,638	24,578	...	5,461	12,289	24,578	32
...	...	...	...	...	0·34	...	...	...	...	...	...	33
0·08	...	...	0·33	0·05	0·46	...	...	...	...	...	...	34
0·16	0·09	0·23	0·94	0·17	1·59	...	...	...	...	...	...	3
0·02	0·07	...	0·26	0·03	0·38	...	...	...	...	...	...	2
0·35	0·25	...	0·79	0·25	1·64	10,602	12,086	...	9,336	6,810	9,642	8
0·16	0·08	0·03	0·40	0·09	0·76	5,037	9,647	33,214	31,458	27,928	23,123	9
...	...	...	...	...	1·17	...	...	...	...	...	...	33
0·05	0·05	...	0·30	0·08	0·48	40,125	40,125	...	38,394	25,945	36,649	10
0·37	0·31	...	1·68	0·32	2·68	...	...	...	...	...	...	21
0·06	0·04	0·02	0·16	0·06	0·34	4,241	51,762	51,875	29,912	11,573	25,859	1
0·06	0·01	0·01	0·20	...	0·28	10,255	33,471	32,314	43,441	...	33,690	1
0·05	0·05	...	0·33	0·03	0·46	...	...	...	...	...	...	22
0·03	...	0·03	0·32	...	0·38	...	...	...	...	...	...	40
0·08	0·03	0·09	0·42	0·16	0·78	...	...	...	...	...	...	41
0·15	...	...	0·45	...	0·60	...	...	...	...	...	...	42
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	1·98	...	...	...	...	...	..	43
...	...	...	...	...	0·34	...	...	...	...	...	...	5
...	...	...	...	...	2·23	...	...	...	...	...	...	44
...	...	...	...	...	1·22	...	...	...	...	...	...	45
...	...	...	...	...	1·21	...	...	...	...	...	...	46
...	...	...	...	...	0·66	...	...	...	...	...	...	47
1·31	0·67	...	0·56	...	2·54	...	...	...	...	...	...	5
0·04	0·04	0·04	0·08	...	0·20	...	...	...	...	...	29,949	48
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway.	Coaching Stock—*concld.*						Number at close of			
			Average mileage run by each *per diem*.	Freight ton mileage per vehicle, in thousands of tons.*	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees on 31st December 1912.	Total value per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.
Main head.	Sub-head.											
48	49	50	51	52	53	54	55	56	57	58	59	60
		5′ 6″ gauge.										
1	(*a*)	Bengal-Nagpur	160	58	151	15·50	†1,20,61	†6,513	5,110	5,990	251	522
2	(*a*) & (*c*) to (*f*)	Bombay, Baroda and Central India.	196	74	144	17·22	†1,02,38	†8,742	3,688	3,452	20	583
3	(*a*)	Eastern Bengal	138	45	135	18·01	†59,18	†11,561	4,284	748	75	221
4	...	East Indian	180	68	325	14·09	†2,97,80	†11,346	10,568	12,474	100	1,070
5	(*a*) to (*f*)	Great Indian Peninsula ...	171	55	399	19·42	†2,26,92	†7,822	9,949	4,446	241	851
6	(*a*) & (*b*)	Madras and Southern Mahratta	121	51	98	13·76	†59,13	†5,677	2,315	1,533	187	374
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	110	37	17	2·32	10,66	3,038	353	1,933	4	46
8	(*a*) to (*f*)	North Western	158	50	327	10·81	†3,38,15	†7,102	15,664	4,477	49	775
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	126	52	210	21·57	...	...	5,493	633	131	132
10	(*a*)	South Indian	100	55	35	11·04	†24,51	†5,496	793	486	172	98
		Total ...	...	...	...	...	...	...	58,322	35,271	1,230	4,622
		3′ 3¾″ gauge.										
11	...	Assam-Bengal	89	33	25	7·11	‡34,77	†4,319	2,062	694	96	62
12	...	Bengal and North-Western ...	206	49	98	8·88	...	...	6,375	645	284	281
13	...	Bengal Doors	...	...	...	...	2,80	1,832	264	48	32	19
14	...	Bhavnagar	142	31	6	5·99	†4,57	†2,356	142	324	10	17
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	153	46	160	10·06	1,41,64	6,403	5,603	2,740	53	376
15	(*a*) to (*c*)	Burma	...	...	108	10·77	†79,78	†5,164	5,095	1,477	414	338
16	...	Dibru-Sadiya	...	...	...	...	...	...	294	934	54	29
3	(*b*) to (*d*)	Eastern Bengal	...	...	111	13·16	‡64,07	‡5,589	3,334	518	229	243
4	...	East Indian (Deoghur) ...	34	...	...	...	...	...	4	5	...	2
17	...	Gondal-Porbandar ...	143	32	4	4·50	†3,49	†1,798	93	203	9	64
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	161	46	17	9·88	12,72	2,883	690	342	20	41
18	...	Jamnagar	61	30	1	3·46	†72	†1,327	40	40	...	4
19	(*a*) to (*e*)	Jodhpur-Bikaner	192	57	17	6·86	15,23	1,249	976	312	...	54
20	...	Junagad...	99	25	...	...	†1,93	†1,921	35	94	3	2
6	(*c*) to (*l*)	Madras and Southern Mahratta	87	31	144	11·36	54,65	2,679	4,475	1,417	155	247
21	...	Morvi	...	...	8	14·29	3,53	4,772	29	79	...	3
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	137	41	14	6·63	16,36	2,960	1,345	242	76	57
10	(*b*) to (*i*)	South Indian	137	52	71	5·44	†1,03,52	†8,592	2,421	1,445	99	205
23	...	Udaipur-Chitorgarh ...	111	31	1	4·35	†1,54	†2,442	33	10	...	3
		Total ...	...	...	...	...	...	...	33,310	11,569	1,534	2,047

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

‡ Includes the outlay on the 2′ 6″ gauge section.

DIX 16—*contd.*

during 1912 (except where otherwise stated).

Goods Stock.											Number.
1911.	Number added in 1912.					Number at close of 1912.					
Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Main head.
61	62	63	64	65	66	67	68	69	70	71	72
11,873	108	89	—5	33	225	5,218	6,079	246	555	12,098	1
7,693	493	81	...	30	554	4,181	3,483	20	563	8,247	2
5,328	82	16	55	17	170	4,366	764	130	238	5,498	3
24,212	8	250	...	53	311	10,576	12,724	100	1,123	24,523	4
15,487	355	333	...	42	730	10,304	4,779	241	893	16,217	5
4,409	20	...	—20	...	...	2,335	1,533	167	374	4,409	6
1,436	4	—2	...	—4	—2	357	1,031	4	42	1,434	7
20,965	1,072	200	100	108	1,480	16,736	4,677	149	883	22,445	8
6,488	269	—47	32	...	254	5,862	585	163	132	6,742	9
1,554	...	10	...	6	16	798	496	172	104	1,570	10
99,445	2,411	880	162	285	3,738	60,733	36,151	1,392	4,907	103,183	
2,914	91	—83	—16	...	—8	2,153	611	80	62	2,906	11
7,585	357	...	20	4	381	6,732	*645	304	285	7,966	12
363	...	...	...	...	...	264	48	32	19	363	13
493	20	...	...	...	20	162	324	10	17	513	14
8,772	94	34	...	4	132	5,697	2,774	53	380	8,904	2
7,324	186	209	10	7	412	5,281	1,686	424	345	7,736	15
1,311	...	...	...	...	...	294	934	54	29	1,311	16
4,324	266	78	50	4	398	3,600	596	279	247	4,722	3
11	...	...	...	...	...	4	5	...	2	11	4
369	...	...	...	...	...	93	203	9	64	369	17
1,093	...	...	...	...	...	690	342	20	41	1,093	7
84	...	...	...	...	...	40	40	...	4	84	18
1,342	34	1	...	8	43	1,010	313	...	62	1,385	19
134	19	30	...	1	50	54	124	3	3	184	20
6,294	...	...	...	3	3	4,475	1,417	155	250	6,297	6
111	...	...	...	...	...	29	79	...	3	111	21
1,720	...	...	...	6	6	1,345	242	76	63	1,726	22
4,170	-1	—12	...	12	—1	2,420	1,433	99	217	4,169	19
46	8	...	...	...	8	41	10	...	3	54	23
								6			
48,460	1,074	257	64	49	1,444	34,384	11,826	1,598	2,096	49,904	

* Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway.	Coaching Stock—*concld.*						Number at close of			
Main head.	Sub-head.		Average mileage run by each *per diem*.	Freight ton mileage per vehicle, in thousands of tons*.	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value in thousands of rupees on 31st December 1912.	Total value per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.
48	49	50	51	52	53	54	55	56	57	58	59	60
		2′ 6″ gauge.										
25	...	Arrah-Sasaram Light ...	...	...	1	4·35	1,30	2,156	27	20	...	4
27	...	Baraset-Basirhat Light ...	...	...	...	...	1,69	3,312	6	29	...	3
28	...	Barsi Light	11	...	2	4·08	...	...	87	69	...	5
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	125	26	16	7·33	18,02	2,824	500	529	43	31
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	72	2,170	14	34	...	3
31	...	Champaner-Shivrajpur Light...	...	...	...	...	38	1,897	5	50	...	2
32	...	Cutch	67	7	...	...	†38	†1,027	...	29	...	...
33	...	Dehri-Rohtas Light ...	...	...	...	...	17	720	21	25	...	5
34	...	Dholpur-Bari	...	...	1	11·11	85	4,329	8	35	...	2
3	(*b*)	Eastern Bengal	...	...	9	16·98	...	...	80	9	...	4
2	(*m*) to (*o*)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla.	...	...	5	7·35	2,36	1,302	64	226	...	15
8	(*k*)	Kalka-Simla	26	6	8	8·38	†7,65	†12,768	85	56	...	55
8	(*l*) & (*m*)	Kohat-Thal and Nowshera-Durgai.	63	15	5	6·95	2,28	2,238	86	271	...	88
38	...	Madaya Light	...	...	...	...	...	...	...	...	...	...
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	100	17	...	...	1,18	2,656	24	24	...	...
21	...	Morvi	...	...	5	9·80	1,40	7,390	20	47	...	3
1	(*d*)	Mourbhanj	71	10	...	...	47	1,442	8	12	...	...
1	(*f*)	Parlakimedi Light ...	106	23	...	...	...	...	2	14	...	3
22	(*c*)	Powayan Light	...	...	2	8·78	...	...	58	3	2	8
40	...	Shahdara (Delhi)-Saharanpur Light.	...	...	1	2·36	1,43	1,545	80	100	...	9
41	...	Tarkessur-Magra Light ...	...	...	...	...	76	2,288	20	37	...	3
42	...	Tezpore-Balipara Light ...	...	...	...	...	48	2,413	30	20	2	3
		Total ...	...	...	...	...	...	...	1,225	1,639	47	246
		2′ 0″ gauge.										
43	...	Darjeeling-Himalayan ...	...	...	...	...	1,43	2,800	87	149	5	9
5	(*g*)	Gwalior Light	...	...	...	...	...	...	155	71	1	5
44	...	Howrah-Amta Light ...	...	...	...	...	3,49	7,951	14	46	...	11
45	...	Howrah-Sheakhala Light ...	...	...	...	...	1,00	5,063	4	4	...	1
46	...	Jagadhri Light	...	...	...	...	8	2,528	1	6	...	1
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...	48	24	...	11
5	(*h*)	Matheran Light	...	...	...	...	...	...	7	16	...	4
48	...	Pipar Road-Bhavi Light ...	82	...	...	...	17	662	...	6	...	...
		Total ...	...	...	...	...	...	...	316	324	6	42
		Grand Total ...	...	...	...	...	...	...	33,173	48,803	2,817	6,957

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.
† Includes the outlay on motor cars.

DIX 16—*contd.*

during 1912 (except where otherwise stated).

GOODS STOCK.											NUMBERS.
1911.	Number added in 1912.					Number at close of 1912.					
Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Main head.
61	62	63	64	65	66	67	68	69	70	71	72
51	...	...	...	...	...	27	20	...	4	51	25
38	...	...	...	...	...	6	29	...	3	38	27
161	...	—2	...	2	...	87	67	...	7	161	28
1,103	44	5	...	5	54	544	534	43	36	1,157	1
51	...	10	...	...	10	14	44	...	3	61	29
57	...	2	...	...	2	5	52	...	2	59	31
29	...	...	...	...	...	...	29	...	...	29	32
51	6	17	...	—5	18	27	42	...	...	69	33
45	...	...	...	...	...	8	35	...	2	45	34
93	—16	...	...	—3	—19	64	9	...	1	74	3
305	26	35	...	...	61	90	261	...	15	366	2
196	—16	—11	...	...	—27	69	45	...	55	169	3
445	...	...	...	...	...	86	271	...	88	445	3
...	3	24	...	...	27	3	24	...	...	27	33
48	...	...	...	...	...	24	24	...	...	48	10
70	...	...	...	...	...	20	47	...	3	70	21
20	...	...	...	...	...	8	12	...	...	20	1
19	...	...	...	...	...	2	14	...	3	19	1
71	...	...	...	...	...	58	3	2	8	71	22
189	38	—32	...	—6	...	118	68	...	3	189	40
60	—1	...	...	—2	—3	19	37	...	1	57	41
55	7	6	2	...	15	37	26	4	3	70	42
3,157	91	54	2	—9	138	1,316	1,693	49	237	3,295	
250	...	2	1	...	3	87	151	6	9	253	43
232	...	12	...	...	12	155	83	1	5	244	5
71	...	10	...	...	10	14	56	...	11	81	44
9	...	...	...	...	...	4	4	...	1	9	45
8	...	...	...	...	...	1	6	...	1	8	46
85	...	...	...	—2	—2	48	26	...	9	83	47
27	...	...	...	...	...	7	16	...	4	27	5
6	1	1	...	1	3	1	7	...	1	9	48
688	1	25	1	—1	26	317	349	7	41	714	
151,750	3,577	1,216	229	324	5,346	96,750	50,019	3,046	7,281	1,57,096	

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway.	Goods						
			Number of all classes per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Average tare in tons.		Average carrying capacity in tons.	
Main head.	Sub-head.					Covered wagons.	Open wagons.	Covered wagons.	Open wagons.
73	74	75	76	77	78	79	80	81	82
		5' 6" gauge.							
1	(*a*)	Bengal-Nagpur	6·52	16,187	44	8·22	8·53	15·23	15·55
2	(*a*) & (*c*) to (*f*).	Bombay, Baroda and Central India.	6·53	13,994	38	8·10	8·02	17·64	18·25
3	(*a*)	Eastern Bengal	10·74	11,621	32	8·71	6·95	15·72	15·57
4	*	... ...	9·19	20,380	61	7·86	7·15	16·21	16·40
5	(*a*) to (*f*)	Great Indian Peninsula ...	5·47	15,572	43	8·20	7·22	16·65	15·93
6	(*a*) & (*b*)	Madras and Southern Mahratta.	4·23	13,519	37	7·88	7·65	15·61	16·39
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	4·08	15,254	42	7·83	7·02	17·88	18·04
8	(*a*) to (*j*)	North Western	4·73	18,347	50	7·89	7·71	19·93	17·00
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	4·16	15,735	43	7·76	6·59	15·81	13·39
10	(*a*)	South Indian	2·72	10,501	29	7·44	7·11	14·12	15·87
		Total ...	...	...	...	...	...	...	...
		3' 3⅜" gauge.							
11	...	Assam-Bengal	3·61	6,283	17	5·08	3·45	10·23	7·66
12	...	Bengal and North-Western ...	*3·80	*15,024	*41	4·20	*2·86	11·10	*10·58
13	...	Bengal Docars	2·37	...	...	...	...	...	...
14	...	Bhavnagar	2·65	6,946	19	3·82	3·08	7·35	7·87
2	(*b*) & (*g*) to (*l*).	Bombay, Baroda and Central India.	4·03	21,527	59	4·45	4·39	9·85	11·76
15	(*a*) to (*c*)	Burma	5·01	...	...	4·76	3·75	10·25	8·90
16	...	Dibru-Sadiya	14·32	...	...	...	...	...	...
3	(*b*) to (*d*)	Eastern Bengal	4·25	...	...	6·17	3·67	11·92	9·88
4	...	East Indian (Deoghur) ...	2·30	...	...	3·51	3·51	5·00	7·00
17	...	Gondal-Porbandar	1·90	7,949	22	3·72	3·06	7.35	7·90
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	2·48	13,786	38	4·56	4·05	11.20	11·92
18	...	Jamnagar	1·48	2,754	8	4·25	4·11	7·35	7·35
19	(*a*) to (*e*)	Jodhpur-Bikaner	1·14	14,213	39	4·68	8·14	8·80	13·63
20	...	Junagad	1·83	9,509	26	3·74	3·14	7·33	7·35
6	(*c*) to (*l*)	Madras and Southern Mahratta	3·01	14,034	38	4·06	4·28	8·00	9·21
21	...	Morvi	1·50	...	...	...	...	7·25	12·25
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	3·12	10,317	28	4·27	3·32	12·70	9·28
10	(*b*) to (*i*)	South Indian	3·46	15,624	43	5·36	4·50	10·27	9·33
23	...	Udaipur-Chitorgarh ...	0·79	6,317	17	4·04	3·19	8·92	7·40
		Total ...	...	...	...	...	...	...	...

* The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

DIX 16—*contd.*

during 1912 (except where otherwise stated).

STOCK—*concld.*								NUMBER.
Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees on 31st December 1912.	Total value per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock in thousands of rupees on 31st December 1912.	Grand total value of rolling-stock per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Main head.
83	84	85	86	87	88	89	90	91
7·81	101	302	2·50	3,75,44	20,276	7,10,33	38,362	1
7·23	92	345	4·18	2,14,89	18,375	4,58,38	39,192	2
5·42	60	307	5·63	1,63,91	32,022	3,34,13	65,277	3
8·58	182	1,085	4·42	8,41,49	32,062	‖16,15,14	‖61,538	4
8·15	162	1,168	7·20	3,98,75	18,745	10,57,97	36,469	5
6·77	100	217	4·93	1,25,84	12,081	2,94,52	28,275	6
7·34	99	74	5·16	36,31	10,344	72,69	20,709	7
6·96	122	865	3·85	6,28,18	13,192	15,06,52	31,638	8
7·42	66	330	4·90	2,56,11	15,815	3,84,91	23,769	9
6·60	74	55	3·50	46,48	10,424	1,13,10	25,362	10
...	...	...	...	...	...	...	...	
5·38	42	94	3·25	62,97	7,823	1,36,81	16,995	11
**4·11	**50	176	2·25	†2,04,46	†10,385	3,09,60	15,725	12
...	...	...	...	6,57	4,293	12,07	7,890	13
2·53	28	28	5·44	5,83	3,011	15,20	7,843	14
4·06	76	400	4·50	1,00,60	4,548	3,41,53	15,439	2
4·25	...	619	8·08	1,50,08	9,715	3,39,01	21,945	15
...	...	...	...	...	...	¶31,95	¶37,142	16
3·70	...	278	4·87	§98,14	§8,561	2,31,35	20,182	3
...	...	...	...	...	...	Included with Indian railway	the East (5′ 6″ gauge).	4
2·60	27	11	3·07	4,08	2,102	10,94	5,635	17
4·55	57	27	2·49	19,94	4,522	52,51	11,906	7
2·56	10	2	2·24	1,73	3,193	3,81	7,026	18
3·20	92	38	2·77	24,87	2,040	62,65	5,139	19
2·30	26	...	...	2,37	2,359	16,26	6,226	20
3·75	48	234	3·72	†98,85	†4,601	†2,21,85	†10,875	6
...	...	6	5·41	2,54	3,438	9,10	12,303	21
4·86	38	54	3·13	31,33	5,669	66,94	12,112	22
3·90	60	103	2·47	65,50	5,437	2,39,74	19,893	10
2·30	29	...	...	85	1,261	3,78	5,620	23
...	...	...	...	...	...	...	...	

† Includes the outlay on coaching stock.
‡ Excludes the outlay by the West of India Portuguese railway.
§ Includes the outlay on the 2′ 6″ gauge section.
‖ Includes the outlay on the Deoghur railway (3′ 3¾″ gauge).
¶ Excludes the outlay by the Ledo and Tikak-Margherita Colliery railway.
** The calculations have been arrived at without taking into account 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway.	Goods						
			Number of all classes per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Average tare in tons.		Average carrying capacity in tons.	
Main head.	Sub-head.					Covered wagons.	Open wagons.	Covered wagons.	Open wagons.
73	74	75	76	77	78	79	80	81	82
		2′ 6″ gauge.							
25	...	Arrah-Sasaram Light ...	0·84	...	...	3·20	3·20	8·00	8·00
27	...	Baraset-Basirhat Light ...	0·74	...	...	2·75	2·50	7·00	7·00
28	...	Barsi Light	1·39	1,203	3	6·51	4·56	15·70	15·54
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	1·81	11,276	31	7·30	5·84	16·11	16·05
29	...	Bukhtiarpore-Bihar Light ...	1·85	...	...	2·75	2·25	6·00	6·00
31	...	Champaner-Shivrajpur Light ...	2·91	...	...	7·00	3·11	16·00	8·30
32	...	Cutch	0·79	...	...	...	10·00	...	10·00
33	...	Dehri-Rohtas Light ...	2·90	...	...	...	...	10·00	8·00
34	...	Dholpur-Bari	2·29	...	...	7·00	3·00	16·00	8·00
3	(*b*)	Eastern Bengal	2·10	...	...	3·45	1·75	4·41	4·93
2	(*m*) to (*o*)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla.	2·01	...	...	2·36	2·91	4·91	9·04
8	(*k*)	Kalka-Simla	2·83	8,845	24	5·59	6·50	12·25	18·67
8	(*l*) & (*m*)	Kohat-Thal and Nowshera-Durgai.	4·36	3,247	8	4·53	1·35	8·77	3·57
38	...	Madaya Light	3·51	...	...	...	...	...	...
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1·09	7,081	19	6·46	5·98	9·50	10·00
21	...	Morvi	3·71	...	...	...	...	4·75	8·00
1	(*d*)	Mourbhanj	0·62	14,499	40	5·84	4·96	13·10	11·33
1	(*f*)	Parlakimedi Light ...	0·77	4,501	13	6·98	4·05	9·04	7·38
22	(*c*)	Powayan Light	1·82	...	...	3·16	...	4·81	...
40	...	Shahdara (Delhi)-Saharanpur Light.	2·04	...	...	3·70	3·40	8·00	8·00
41	...	Tarkessur-Magra Light ...	1·71	...	...	...	...	...	...
42	...	Tezpore-Balipara Light ...	3·48	...	...	2·00	2·00	4·00	4·00
		Total ...	...	...	...	...	...	...	...
		2′ 0″ gauge.							
43	...	Darjeeling-Himalayan ...	4·96	...	...	1·64	1·32	4·40	4·46
5	(*g*)	Gwalior Light	0·98	...	...	2·95	2·18	7·81	4·97
44	...	Howrah-Amta Light ...	1·84	...	...	2·50	2·25	5·00	5·00
45	...	Howrah-Sheakhala Light ...	0·46	...	...	2·00	2·00	5·00	5·00
46	...	Jagadhri Light	2·42	...	...	3·30	2·47	7·00	7·00
47	...	Jorhat (Provincial) ...	2·59	...	...	...	...	...	...
5	(*h*)	Matheran Light	2·14	...	...	1·40	1·40	3·00	3·00
48	...	Pipar Road-Bhavi Light ...	0·36	3,402	9	...	...	5·60	5·71
		Total ...	...	...	...	...	...	...	...
		Grand Total ...	...	...	...	...	...	...	...

DIX 16—*concld.*

during 1912 (except where otherwise stated).

STOCK—*concld.*

Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees on 31st December 1912.	Total value per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock, in thousands of rupees on 31st December 1912.	Grand total value of rolling-stock per mile of line open on 31st December 1912, excluding 2nd, 3rd, etc., tracks.	NUMBER. Main head.
83	84	85	86	87	88	89	90	91
...	...	1	1·96	1,07	1,765	3,64	6,012	25
...	...	...	...	79	1,541	4,15	8,118	27
...	...	4	2·48	†12,93	11,158	17,03	14,762	28
3·45	34	46	4·02	39,72	6,222	87,31	13,678	1
...	...	...	...	1,36	4,139	3,07	9,315	29
...	...	...	...	83	5,116	2,04	10,104	31
...	...	...	...	39	1,066	1,26	3,436	32
...	...	...	...	63	2,630	1,21	5,092	33
...	...	1	2·22	66	3,397	2,31	11,786	34
...	...	...	...	Included with the Eastern Bengal railway, (3′ 3⅜″ gauge section).				3
...	...	11	3·15	3,58	1,973	8,52	4,694	2
2·87	21	8	4·74	5,07	8,458	22,29	37,197	8
2·14	4	19	4·21	4,83	4,734	14,89	14,601	8
...	...	...	...	...	...	...	...	38
2·19	13	1	2·08	1,55	3,532	4,78	10,886	10
...	...	7	10·00	1,22	6,394	3,58	18,823	21
...	20	...	...	54	1,676	1,64	5,059	1
...	13	...	...	*62	*2,569	1,63	6,623	1
...	...	2	3·21	*1,73	*4,367	2,75	6,958	22
...	...	3	1·59	4,34	4,696	8,53	9,227	40
...	...	...	...	85	2,553	2,65	7,959	41
...	...	...	...	53	2,594	1,60	7,981	42
...	...	...	...	...	...	...	...	
...	...	...	...	2,65	5,206	7,38	14,469	43
...	...	...	...	*5,21	*2,086	9,26	3,706	5
...	...	...	...	1,15	2,624	7,27	16,569	44
...	...	...	...	21	1,072	1,88	9,416	45
...	...	1	12·50	11	3,386	39	11,923	46
...	...	...	...	...	...	2,45	7,656	47
...	...	11	42·59	†1,42	†11,253	2,83	22,439	5
...	...	...	...	9	382	45	1,817	48
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	

* Includes the outlay on coaching stock.
† Includes the outlay on coaching stock and motor cars.

Rolling-stock fitted with automatic brakes

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Locomotives.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working, or on both passenger working and goods working.		
Main head.	Sub-head.		Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ Gauge.									
1	(*a*)	Bengal-Nagpur ...	81	...	100·00	...	...	...	213	99	68·27
2	(*a*) & (*c*) to (*f*)	Bombay, Baroda and Central India.	135	...	100·00	...	...	...	161	23	87·50
3	(*a*)	Eastern Bengal ...	84	...	100·00	59	...	100·00	71	39	64·55
4	...	East Indian ...	169	1	99·41	404	4	99·02	309	198	60·95
5	(*a*) to (*f*)	Great Indian Peninsula ...	295	...	100·00	468	79	85·56	157	11	93·45
6	(*a*) & (*b*)	Madras and Southern Mahratta.	67	...	100·00	...	...	...	159	24	86·89
7	(*a*) & (*b*)	Nizam's Guaranteed State...	...	...	...	...	21	...	22	19	53·66
8	(*a*) to (*f*)	North Western ...	240	...	100·00	761	...	100·00	142	8	94·67
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	99	...	100·00	...	...	...	163	9	94·77
10	(*a*)	South Indian	27	...	100·00	...	...	...	75	19	79·79
		3′ 3⅜″ Gauge.									
11	...	Assam-Bengal ...	5	...	100·00	...	...	...	103	1	99·04
12	...	Bengal and North-Western	54	...	100·00	...	...	...	93	181	33·94
13	...	Bengal Dooars ...	...	...	...	...	...	...	...	10	...
14	...	Bhavnagar	...	...	...	...	...	...	8	12	40·00
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India.	197	...	100·00	...	...	...	214	100	68·15
15	...	Burma	*9	...	100·00	...	...	...	223	84	72·64
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	26	...
3	(*b*) to (*d*)	Eastern Bengal ...	45	...	100·00	58	...	100·00	118	17	87·41
4	...	East Indian (Deoghur) ...	...	...	...	...	...	...	...	2	...
17	...	Gondal-Porbandar ...	...	...	...	...	...	...	5	9	35·71
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley	15	...	100·00	...	8	...	16	24	40·00
18	...	Jamnagar	...	...	...	...	...	...	4	...	100·00
19	...	Jodhpur-Bikaner ...	...	...	...	...	...	...	...	71	...
20	...	Junagad	...	...	...	...	...	...	3	5	37·50
6	(*c*) to (*l*)	Madras and Southern Mahratta.	42	...	100·00	15	...	100·00	51	182	21·89
21	...	Morvi	3	...	100·00	...	2	...	1	3	25·00
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	4	...	100·00	...	...	...	30	24	55·56
10	(*b*) to (*i*)	South Indian	26	...	100·00	...	...	...	249	28	89·89
23	...	Udaipur-Chitorgarh ...	...	2	...	...	...	...	...	2	...
		Carried over ...	1,597	3	...	1,765	114	...	2,590	1,230	...

* Excludes four motor engines fitted with automatic vacuum brake.

DIX 17.

at the close of the calendar year 1912.

Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.				Railway system.	Classification No. of Railway (detailed in "Index" to Appendix 9).	
Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.		Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23
								5' 6" Gauge.		
974	...	...	100·00	5,644	1,263	5,167	57·21	Bengal-Nagpur ...	(*a*)	1
817	22	...	100·00	3,234	86	4,910	40·34	Bombay, Baroda and Central India.	(*a*) & (*c*) to (*f*)	2
657	57	36	95·20	808	233	4,449	18·96	Eastern Bengal ...	(*a*)	3
2,088	12	222	90·44	10,656	74	13,759	43·81	East Indian	...	4
2,008	...	47	97·70	4,447	204	11,504	28·79	Great Indian Peninsula ...	(*a*) to (*f*)	5
*712	...	...	100·00	2,117	1,811	465	89·41	Madras and Southern Mahratta.	(*a*) & (*b*)	6
183	5	...	100·00	106	2	1,324	7·54	Nizam's Guaranteed State...	(*a*) & (*b*)	7
2,951	75	...	100·00	14,091	295	7,992	64·29	North Western ...	(*a*) to (*j*)	8
908	47	23	97·65	2,170	693	3,857	42·60	Oudh and Rohilkhand ...	(*a*) & (*b*)	9
317	...	...	100·00	754	203	609	61·11	South Indian	(*a*)	10
								3' 3⅜" Gauge.		
347	8	...	100·00	1,688	112	1,089	62·31	Assam-Bengal ...	...	11
603	212	291	73·69	‡259	19	7,666	3·63	Bengal and North-Western	...	12
...	10	38	20·83	...	...	360	...	Bengal Dooars ...	...	13
36	13	53	48·04	...	2	510	0·39	Bhavnagar	...	14
1,128	460	1	99·94	2,941	4,765	1,171	86·81	Bombay, Baroda and Central India.	(*b*) & (*g*) to (*i*)	
†655	48	305	69·74	3,658	34	4,007	47·95	Burma	...	15
9	3	62	16·22	270	210	829	36·67	Dibru-Sadiya	...	16
703	90	51	93·96	94	10	4,602	2·21	Eastern Bengal ...	(*b*) to (*d*)	3
...	...	10	...	...	...	11	...	East Indian (Deoghur) ...	...	4
18	12	52	36·59	...	...	368	...	Gondal-Porbandar ...	...	17
162	8	...	100·00	105	...	985	9·63	Hingoli Branch and Hyderabad-Godavari Valley.	(*c*) & (*d*)	7
...	...	22	...	...	...	84	...	Jamnagar	...	18
...	14	236	5·60	...	...	1,385	...	Jodhpur-Bikaner ...	...	19
18	5	22	51·11	...	...	184	...	Junagad	...	20
496	61	715	43·79	12	...	6,263	0·19	Madras and Southern Mahratta.	(*c*) to (*l*)	6
19	4	33	41·07	...	...	111	...	Morvi	...	21
64	52	94	55·24	15	4	1,695	1·11	Rohilkund and Kumaon ...	(*a*) & (*b*)	22
662	30	614	52·99	63	123	3,975	4·47	South Indian ...	(*b*) to (*i*)	10
...	12	17	41·38	...	...	54	...	Udaipur-Chitorgarh ...	...	23
16,535	1,260	2,944	...	53,132	10,143	89,335	...			

* Excludes two rail motor cars fitted with automatic vacuum brake.
† Excludes three rail motor cars fitted with automatic vacuum brake.
‡ Includes 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Rolling-stock fitted with automatic brakes

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Locomotives.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working or on both passenger working and goods working.		
Main head.	Sub-head.		Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.
1	2	3	4	5	6	7	8	9	10	11	12
		Brought forward ...	1,597	3	...	1,765	114	...	2,590	1,230	...
		2' 6" Gauge.									
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	5	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	7	...
28	...	Barsi Light	...	...	...	...	...	...	12	1	92·31
29	...	Bukhtiarpore-Bihar Light	...	...	...	...	...	...	...	4	...
31	...	Champaner-Shivrajpur Light	...	...	...	...	...	...	...	4	...
32	...	Cutch	...	...	...	...	...	...	...	4	...
33	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	3	...
34	...	Dholpur-Bari ...	...	...	...	...	...	...	...	4	...
3	(*b*)	Eastern Bengal ...	...	...	...	...	...	...	...	5	...
2	(*m*) to (*o*)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla.	...	...	...	...	...	...	...	15	...
1	(*b*) to (*h*)	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	...	...	...	...	...	...	71	11	86·59
8	(*k*)	Kalka-Simla	...	...	...	...	...	...	28	...	100·00
8	(*l*) and (*m*)	Kohat-Thal and Nowshera-Durgai.	...	...	...	...	...	...	...	32	...
10	(*j*) and (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	...	...	...	...	...	6	...
38	...	Madaya Light ...	...	...	...	...	...	...	...	2	...
21	...	Morvi	...	3	...	...	1	...	...	1	...
22	(*c*)	Powayan Light ...	...	...	...	...	...	...	...	5	...
40	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	8	...
41	...	Tarkeesur-Magra Light ...	...	...	...	...	...	...	...	6	...
42	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	...	3	...
		2' 0" Gauge.									
43	...	Darjeeling-Himalayan ...	...	...	...	...	...	...	...	17	...
5	(*g*)	Gwalior Light ...	...	...	...	...	...	...	...	20	...
44	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	13	...
45	...	Howrah-Shakhala Light ...	...	...	...	...	...	...	...	4	...
46	...	Jagadhri Light ...	...	...	...	...	...	...	...	2	...
47	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	9	...
5	(*h*)	Matheran	...	...	...	...	...	...	...	5	...
48	...	Pipar Road-Bhavi Light ...	...	...	...	...	...	...	...	2	...
		Total ...	1,597	6	99·63	1,765	115	93·88	2,701	1,428	65·42

DIX 17—*concld.*

at the close of the calendar year 1912.

Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.				Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 9).	
Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.		Sub-head	Main head.
13	14	15	16	17	18	19	20	21	22	23
16,535	1,260	2,944	...	53,132	10,143	89,385	...			
								2' 6" Gauge.		
...	...	23	...	...	...	51	...	Arrah-Sasaram Light ...	...	25
...	...	43	...	...	...	38	...	Baraset-Basirhat Light ...	...	27
49	...	...	100·00	41	117	2	98·75	Barsi Light	...	28
...	...	18	...	...	...	61	...	Bukhtiarpore-Bihar Light	...	29
...	...	4	...	...	...	59	...	Champaner-Shivrajpur Light	...	31
...	...	9	...	...	...	29	...	Cutch	...	32
...	...	8	...	...	...	69	...	Debri-Rohtas Light ...	...	33
...	...	9	...	...	...	45	...	Dholpur-Bari	...	34
...	...	56	...	...	...	74	...	Eastern Bengal ...	(*b*)	3
...	...	68	...	...	...	366	...	Gaekwars' Dabhoi, Kosamba-Zankhvav and Rajpipla.	(*m*) to (*o*)	2
205	...	37	84·71	1,056	...	136	88·59	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	(*b*) to (*h*)	1
98	...	...	100·00	167	1	...	100·00	Kalka-Simla	(*k*)	8
12	...	66	15·38	...	...	445	...	Kohat Thal and Nowshera-Durgai.	(*l*) and (*m*)	8
...	...	21	...	...	...	48	...	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	(*f*) and (*k*)	10
...	...	9	...	...	...	27	...	Madaya Light ...	...	38
...	...	51	...	...	...	70	...	Morvi	...	21
...	...	18	...	...	...	71	...	Powayan Light ...	(*c*)	22
...	...	35	...	...	...	189	...	Shahdara (Delhi)-Saharanpur Light.	...	40
...	...	26	...	...	...	57	...	Tarkessur-Magra Light ...	...	41
...	...	12	...	...	...	70	...	Tezpore-Balipara Light ...	...	42
								2' 0" Gauge.		
...	...	101	...	...	...	253	...	Darjeeling-Himalayan ...	...	43
...	...	33	...	...	...	244	...	Gwalior Light ...	(*g*)	5
...	...	99	...	...	...	81	...	Howrah-Amta Light ...	...	44
...	...	24	...	...	...	9	...	Howrah-Sheakhala Light...	...	45
...	...	4	...	...	...	8	...	Jagadhri Light ...	...	46
...	...	21	...	...	...	82	...	Jorhat (Provincial) ...	...	47
...	...	32	...	...	...	26	...	Matherau	(*h*)	5
...	...	5	...	...	...	9	...	Pipar Road-Bhavi Light ...	...	48
16,899	1,260	3,826	82·60	54,396	10,261	92,004	41·27			

APPENDIX 18.

Rolling-stock lighted by either gas or electricity at the close of the calendar year 1912.

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway system.	Number of vehicles fitted for lighting with			Number of vehicles not fitted.	Proportion per cent of fitted to total.	Systems of electric lighting in use.
Main head.	Sub-head.		Gas. [Pintsch's system.]	Electricity.	Total.			
1	2	3	4	5	6	7	8	9
		5′ 6″ Gauge.						
1	(*a*)	Bengal-Nagpur	1,070	75	1,145	60	95·02	Stone's, Mather and Platt's, Vickers-Hall, Bowman's and Still's systems.
2	(*a*) & (*c*) to (*f*)	Bombay, Baroda and Central India	879	85	964	2	99·79	Stone's, Vickers-Hall, Aichele, Mather and Platt's and Vicarino-Crawford systems.
3	(*a*)	Eastern Bengal	667	20	687	115	85·66	Vickers-Hall, Stone's, Rosenburg and Tudor systems.
4	...	East Indian	1,670	121	1,791	204	89·77	Stone's, Tudor and Vickers-Hall systems.
5	(*a*) to (*f*)	Great Indian Peninsula	1,574	225	1,799	47	97·45	Stone's, Vickers-Hall, Aichele, Vicarino-Crawford, Mather and Platt's, Tudor and Brown Boveri systems.
6	(*a*) & (*b*)	Madras and Southern Mahratta	891	*19	910	60	93·81	Stone's, Vickers-Hall, Tudor and Rosenburg systems.
7	(*a*) & (*b*)	Nizam's Guaranteed State	139	7	146	60	70·87	Aichele, Mather and Platt's and Stone's systems.
8	(*a*) to (*j*)	North Western	2,654	217	2,871	...	100·00	Stone's system.
9	(*a*) & (*b*)	Oudh and Rohilkhand	788	78	866	141	86·00	Stone's and Vickers-Hall systems.
10	(*a*)	South Indian	296	47	343	34	90·98	Stone's system.
		3′ 3¾″ Gauge.						
11	...	Assam-Bengal	334	1	335	...	100·00	Vickers-Hall system.
12	...	Bengal and North-Western	...	1,174	1,174	165	87·68	Stone's system.
13	...	Bengal Dooars	...	48	48	16	75·00	Vickers-Hall system.
14	...	Bhavnagar	...	19	19	78	19·59	Vicarino-Crawford system.
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India	...	1,371	1,371	220	86·17	Independent Storage Battery system.
15	...	Burma	...	68	68	961	6·61	Stone's, Vickers-Hall and Vicarino-Crawford systems.
16	...	Dibru-Sadiya	...	11	11	51	17·74	Vickers-Hall system.
5	(*b*) to (*d*)	Eastern Bengal	753	27	780	125	86·19	Vickers-Hall and Stone's systems.
17	...	Gondal-Porbandar	...	14	14	65	17·72	Vicarino-Crawford system.
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	132	4	136	60	69·39	Stone's and Vickers-Hall systems.
18	...	Jamnagar	...	...	...	22	...	
19	...	Jodhpur-Bikaner	...	279	279	10	96·54	Stone's system.
20	...	Junagad	...	2	2	40	4·76	Vicarino-Crawford system.
6	(*c*) to (*l*)	Madras and Southern Mahratta	1,256	*4	1,260	36	97·22	Stone's system.
21	...	Morvi	...	...	...	56	...	
22	(*a*) & (*b*)	Rohilkund and Kumaon	...	158	158	78	66·95	Stone's system.
10	(*b*) to (*i*)	South Indian	...	588	588	710	45·30	Stone's system.
23	...	Udaipur-Chitorgarh	...	...	...	29	...	
		2′ 6″ Gauge.						
25	...	Arrah-Sasaram Light	...	27	27	...	100·00	Mather and Platt's system.
27	...	Barasat-Basirhat Light	...	45	45	...	100·00	Mather and Platt's system.
28	...	Barsi Light	...	49	49	...	100·00	Stone's and Leitner-Lucas systems.
29	...	Bukhtiarpore-Bihar Light	...	...	...	17	...	
31	...	Champaner-Shivrajpur Light	...	...	...	4	...	
3	(*b*)	Eastern Bengal	...	...	...	57	...	
32	...	Cutch	...	...	...	9	...	
33	...	Dehri-Rohtas Light	...	...	...	8	...	
34	...	Dholpur-Bari	...	9	9	...	100·00	Independent Storage Battery system.
2	(*m*) to (*o*)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla.	...	...	...	66	...	
1	(*b*) to (*h*)	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	219	...	219	40	84·56	
8	(*k*)	Kalka-Simla	...	109	109	...	100·00	Independent Storage Battery system.
8	(*l*) & (*m*)	Kohat-Thal and Nowshera-Durgai	...	44	44	...	100·00	Independent Storage Battery system.
38	...	Madaya Light	...	...	...	9	...	
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	21	...	21	...	100·00	
21	...	Morvi	...	...	...	51	...	
22	(*c*)	Powayan Light	...	...	...	18	...	
40	...	Shahdara (Delhi)-Saharanpur Light	...	35	35	...	100·00	Mather and Platt's system.
41	...	Tarkessur-Magra Light	...	...	...	26	...	
42	...	Tezpore-Balipara Light	...	...	...	12	...	
		2′ 0″ Gauge.						
43	...	Darjeeling-Himalayan	...	32	32	70	31·37	Oil motor-driven direct-coupled 60-volt generating set in separate van.
5	(*g*) & (*h*)	Gwalior and Matheran Light	...	...	...	115	...	
44	...	Howrah-Amta Light	...	...	...	98	...	
45	...	Howrah-Sheakhala Light	...	...	...	24	...	
46	...	Jagadhri Light	...	...	...	4	...	
47	...	Jorhat (Provincial)	...	...	...	21	...	
48	...	Pipar Road-Bhavi Light	...	...	...	5	...	
		TOTAL	13,343	5,012	18,355	4,099	81·75	

* Also fitted for gas.

APPENDIX 19.

Trains provided with means of communication throughout between passengers and railway servants on the 31st December 1912.

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway System.	Particulars.	Mail.	Passenger.	Mixed.	Total.	Remarks.
Main head	Sub-head.							
1	2	3	4	5	6	7	8	9
		5′ 6″ gauge.						
1	(a)	Bengal-Nagpur	Total number of trains run	4	78	22	104	English chain system.*
			Total number of trains fitted with communication.	4	78	...	82	
2	(a) & (c) to (f).	Bombay, Baroda and Central India.	Total number of trains run	4	188	24	196	English chain system.*
			Total number of trains fitted with communication.	4	168	24	196	
3	(a)	Eastern Bengal	Total number of trains run...	10	129	31	170	English chain system.*
			Total number of trains fitted with communication.	10	129	31	170	
4	(a) to (d)	East Indian ...	Total number of trains run	8	124	141	273	English chain* and Bamber's† systems.
			Total number of trains fitted with communication.	8	49	8	65	
5	(a) to (f)	Great Indian Peninsula.	Total number of trains run	18	134	100	252	English chain system.*
			Total number of trains fitted with communication.	18	134	100	252	
6	(a) & (b)	Madras and Southern Mahratta.	Total number of trains run	8	111	30	149	English chain system.*
			Total number of trains fitted with communication.	8	111	...	119	
7	(a) & (b)	Nizam's Guaranteed State.	Total number of trains run	2	4	8	14	English chain system.*
			Total number of trains fitted with communication.	2	4	...	6	
8	(a) to (j)	North Western	Total number of trains run	10	112	70	192	English chain system.*
			Total number of trains fitted with communication.	10	112	...	122	
9	(a) & (b)	Oudh and Rohilkhand.	Total number of trains run	2	11	98	111	English chain system.*
			Total number of trains fitted with communication.	2	11	73	86	
10	(a)	South Indian ...	Total number of trains run	4	21	37	62	English chain system.*
			Total number of trains fitted with communication.	4	21	37	62	
		3′ 3¾″-gauge.						
11	(a)	Assam-Bengal	Total number of trains run	...	...	26	26	English chain system.*
			Total number of trains fitted with communication.	...	...	8	8	
12	(a) & (b)	Bengal and North-Western.	Total number of trains run...	...	10	194	204	English chain system.*
			Total number of trains fitted with communication.	...	10	...	10	
14	(a) & (b)	Bhavnagar ...	Total number of trains run	2	9	15	26	English chain system.*
			Total number of trains fitted with communication.	2	9	...	11	
2	(b) & (g) to (l)	Bombay, Baroda and Central India.	Total number of trains run	8	51	90	149	English chain system.*
			Total number of trains fitted with communication.	8	51	54	113	
15	(a) to (c)	Burma ...	Total number of trains run	6	123	85	214	English chain system.*
			Total number of trains fitted with communication.	6	2	16	24	
3	(b) to (d)	Eastern Bengal	Total number of trains run	8	55	29	92	English chain system.*
			Total number of trains fitted with communication.	8	55	29	92	
17	(a) & (b)	Gondal-Porbandar.	Total number of trains run	...	4	11	15	English chain system.*
			Total number of trains fitted with communication.	...	4	...	4	
19	(a) to (e)	Jodhpur-Bikaner.	Total number of trains run	...	2	26	28	Electric bell ‡
			Total number of trains fitted with communication.	...	2	26	28	
6	(c) to (l)	Madras and Southern Mahratta.	Total number of trains run...	8	14	88	110	English chain system.*
			Total number of trains fitted with communication.	2	4	...	6	
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	Total number of trains run	...	4	4	8	English chain system.*
			Total number of trains fitted with communication.	...	4	...	4	
22	(a) & (b)	Rohilkund and Kumaon.	Total number of trains run...	...	4	28	32	English chain system.*
			Total number of trains fitted with communication.	...	4	...	4	
10	(b) to (i)	South Indian ...	Total number of trains run	10	60	157	227	English chain system.*
			Total number of trains fitted with communication.	6	52	95	153	
		2′ 6″ gauge.						
1	(b) to (h)	Bengal-Nagpur	Total number of trains run	...	8	28	36	English chain system.*
			Total number of trains fitted with communication.	...	8	20	28	

* *English chain system.*—With indicating disc, in connection with automatic vacuum brake.
† *Bamber's system.*—With indicating whistle, in connection with automatic vacuum brake.
‡ *Electric bell.*—Simple electric communication. No connection with automatic vacuum brake.

APPENDIX 20.

Carriages provided with means of communication between passengers and railway servants on the 31st December 1912.

Classification No. of Railway (Detailed in "Index" to Appendix 9). Main head.	Sub-head.	Railway system.	Particulars.	First class, including saloons, dining cars and reserve carriages.	Second class.	Intermediate class.	Third class.	All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.,) which do not require to be provided with means of communication.	Total.	Remarks.
1	2	3	4	5	6	7	8	9	10	11
		5′ 6″ Gauge.								
1	(a)	Bengal-Nagpur	Total number of carriages ...	68	28	40	560	171	867	English chain system.*
			Total number of carriages fitted with communication.	67	28	40	558	171	864	
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	Total number of carriages ...	47	35	...	461	144	687	English chain system.*
			Total number of carriages fitted with communication.	47	35	...	440	142	664	
3	(a)	Eastern Bengal	Total number of carriages ...	37	15	45	307	221	625	English chain system.*
			Total number of carriages fitted with communication.	37	15	45	307	221	625	
4	...	East Indian ...	Total number of carriages ...	160	84	101	974	610	1,929	English chain system.* [137 carriages fitted with Bamber's system.†]
			Total number of carriages fitted with communication.	154	79	101	384	560	1,278	
5	(a) to (f)	Great Indian Peninsula.	Total number of carriages ...	180	122	3	920	671	1,846	English chain system.*
			Total number of carriages fitted with communication.	180	122	3	873	671	1,799	
6	(a) & (b)	Madras and Southern Mahratta.	Total number of carriages ...	50	38	4	380	241	713	English chain system.*
			Total number of carriages fitted with communication.	50	38	4	380	239	711	
7	(a) & (b)	Nizam's Guaranteed State.	Total number of carriages ...	34	10	...	72	72	188	English chain system.*
			Total number of carriages fitted with communication.	31	10	...	72	51	164	
8	(a) to (j)	North Western	Total number of carriages ...	180	81	131	1,202	612	2,206	English chain system.*
			Total number of carriages fitted with communication.	180	81	131	1,202	612	2,206	
9	(a) & (b)	Oudh and Rohilkhand.	Total number of carriages ...	82	33	36	365	209	725	English chain system.*
			Total number of carriages fitted with communication.	80	33	36	36	209	721	
10	(a)	South Indian ...	Total number of carriages ...	9	26	...	190	76	301	English chain system.*
			Total number of carriages fitted with communication.	9	26	...	190	76	301	

* *English chain system.*—With indicating disc, in connection with automatic vacuum brake.
† *Bamber's system.*—With indicating whistle, in connection with automatic vacuum brake.

APPENDIX 20—*concld.*

Carriages provided with means of communication between passengers and railway servants on the 31st December 1912.

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Intermediate class.	Third class.	All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.) which do not require to be provided with means of communication.	Total.	Remarks.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		3' 3½" Gauge.								
11	...	Assam-Bengal ...	Total number of carriages ...	33	...	...	98	96	227	English chain system.*
			Total number of carriages fitted with communication.	33	...	...	98	96	227	
12	...	Bengal and North-Western.	Total number of carriages ...	66	36	32	777	189	1,100	English chain system.*
			Total number of carriages fitted with communication.	60	26	32	538	131	807	
13	...	Bengal Dooars ...	Total number of carriages ...	2	1	...	22	16	48	Simple cord.†
			Total number of carriages fitted with communication.	1	...	...	...	5	6	
14	...	Bhavnagar ...	Total number of carriages ...	7	5	...	56	29	97	English chain system.*
			Total number of carriages fitted with communication.	4	2	...	24	12	42	
2	(*b*) & (*g*) to (*i*)	Bombay, Baroda and Central India	Total number of carriages ...	124	44	31	947	280	1,426	English chain system.*
			Total number of carriages fitted with communication.	124	44	31	878	277	1,354	
15	...	Burma ...	Total number of carriages ...	58	28	...	554	241	881	English chain system.*
			Total number of carriages fitted with communication.	28	...	...	252	144	424	
3	(*b*) to (*d*)	Eastern Bengal	Total number of carriages ...	54	24	53	383	165	659	English chain system.*
			Total number of carriages fitted with communication.	54	24	52	353	164	646	
17	(*a*) & (*b*)	Gondal-Porbandar	Total number of carriages ...	8	4	...	41	26	79	English chain system.*
			Total number of carriages fitted with communication.	5	3	...	8	15	31	
19	(*a*) to (*e*)	Jodhpur-Bikaner	Total number of carriages ...	24	9	17	117	122	289	Electric bell‡.
			Total number of carriages fitted with communication.	24	9	17	117	122	289	
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	Total number of carriages ...	19	10	...	72	69	170	English chain system.*
			Total number of carriages fitted with communication.	19	10	...	72	57	158	
20	...	Junagad ...	Total number of carriages ...	6	...	...	21	16	43	English chain system.*
			Total number of carriages fitted with communication.	3	...	...	7	11	21	
6	(*c*) to (*f*)	Madras and Southern Mahratta.	Total number of carriages ...	70	37	...	632	495	1,234	English chain system.*
			Total number of carriages fitted with communication.	38	15	...	354	137	544	
21	(*a*)	Morvi ...	Total number of carriages ...	4	...	...	32	20	56	English chain system.*
			Total number of carriages fitted with communication.	3	...	...	9	9	21	
22	(*a*) & (*b*)	Rohilkund and Kumaon.	Total number of carriages ...	18	6	3	113	96	236	English chain system.*
			Total number of carriages fitted with communication.	18	6	...	45	58	127	
10	(*b*) to (*i*)	South Indian ...	Total number of carriages ...	57	36	...	813	292	1,198	English chain system.*
			Total number of carriages fitted with communication.	30	8	...	431	146	615	
		2' 6" Gauge.								
1	(*b*) to (*h*)	Bengal-Nagpur	Total number of carriages ...	12	3	...	136	85	236	English chain system.*
			Total number of carriages fitted with communication.	8	3	...	109	78	198	

* *English chain system.*—With indicating disc, in connection with automatic vacuum brake.
† *Simple cord.*—No connection with automatic vacuum brake.
‡ *Electric bell.*—Simple electric communication. No connection with automatic vacuum brake.

Railways on which points and signals were interlocked and on which block

Classification number of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Stations at which points and signals were interlocked.					
Main head.	Sub-head.		Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	Name of system of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.
1	2	3	4	5	6	7	8	9
		5' 6" Gauge.						Rs.
1	(a)	Bengal-Nagpur ...	234	145	Cabin interlocking	492	90	5,03,611
					Indirect interlocking.	32	...	29,000
					List and Morse's...	14	...	13,000
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	188	121	Cabin interlocking	1,279	219	11,98,400
					Dutton's ...	660	...	3,96,000
					Grouped levers ...	64	6	42,590
					Sydney Jones' ...	12	...	6,500
3	(a)	Eastern Bengal ...	152	60	Cabin interlocking	1,344	334	8,00,816
					Dutton's ...	174	24	59,763
					Grouped levers ...	20	...	14,000
					List and Morse's...	50	...	22,738
4	...	East Indian ...	535	96	Cabin interlocking	2,876	353	14,38,000
					Dutton's ...	2,795	...	8,60,000
					Grouped levers ...	135	15	27,009
5	(a) to (f)	Great Indian Peninsula .	518	262	Cabin interlocking	5,939	957	33,06,300
					Grouped levers .	557	34	1,67,100
					List and Morse's .	130	26	47,530
6	(a) & (b)	Madras and Southern Mahratta.	200	72	Cabin interlocking	284	45	2,42,000
					Dutton's .	8	2	5,283
					Experimental .	8	4	9,886
					Key interlocking .	103	...	27,500
					List and Morse's .	296	...	1,82,517
7	(a) & (b)	Nizam's Guaranteed State	43	6	Cabin interlocking	66	2	42,295
					Dutton's .	8	...	3,517
					Experimental .	36	...	29,376
					Grouped levers .	3	...	4,553
8	(a) to (j)	North Western . .	718	528	Bhoe Asal .	30	...	18,600
					Cabin interlocking	4,418	854	26,50,800
					Experimental .	108	16	51,000
					Grouped levers .	139	29	55,600
					List and Morse's .	3,058	...	11,30,350
9	(a) & (b)	Oudh and Rohilkhand .	278	211	Cabin interlocking	1,306	267	6,63,165
					Grouped levers .	83	12	38,904
					Key interlocking .	42	...	13,251
					List and Morse's .	2,007	21	7,95,988
					Wrench's . .	2	...	2,000
10	(a)	South Indian . . .	83	85	Cabin interlocking	13	8	5,900
					Grouped levers .	11	...	1,800
					Winter's . .	269	39	1,34,600
		3' 3¾" Gauge.						
11	...	Assam-Bengal . . .	143	4	Dutton's . .	48	...	28,266
12	...	Bengal and North-Western	327	11	Dutton's .	16	6	7,524
					List and Morse's	22	...	6,354
13	...	Bengal Docars . .	30	...	...	...	...	...
14	...	Bhavnagar	29	2	Experimental ...	4	...	851
2	(b) & (g) to (l)	Bombay, Baroda and Central India.	322	119	Cabin interlocking	520	...	1,85,577
					Dutton's. .	20	...	9,470
					Sydney Jones' . .	982	3	2,86,486
					Whitney's . .	353	...	1,36,330
15	...	Burma	305	121	Cabin interlocking	828	152	6,29,500
					List and Morse's .	96	...	81,000
					Simplex . .	213	...	3,81,000
		Carried over .	4,145	1,793	...	31,974	3,568	1,67,94,427

DIX 21.

instruments were used for train signalling at the close of the calendar year 1912.

Classification number of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Block sections on which block instruments were used for train signalling.			Remarks.
Main head.	Sub-head.		Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	
10	11	12	13	14	15	16
		5' 6" Gauge.			Rs.	
1	(a)	Bengal-Nagpur...	136	Neale's, single line.	1,500	
			10	Theobald's Train Key, single line.	580	
			1	Webb and Thompson's single line.	500	
2	(a) & (c) to (f)	Bombay, Baroda and Central India.	16	Preece's, double line.	7,010	
			15	Sykes' (L. & B.)	39,250	
			91	Tyer's Tablet, single line.	1,34,680	
			30	Tyer's three position, double line.	27,900	
3	(a)	Eastern Bengal...	69	Neale's, single line ...	1,83,208	
			25	Pryce and Ferreira's (L. & B.)	87,024	
			24	Pryce and Ferreira's double line.		
4	...	East Indian ...	120	East Indian railway's double line.	65,400	
			74	East Indian railway's single line.	40,430	
			137	Neale's, single line.	1,60,975	
			61	Pryce and Ferreira's, (L. & B.)	90,585	
			20	Tyer's Tablet, single line.	28,500	
5	(a) to (f)	Great Indian Peninsula.	216	Neale's, single line.	2,30,000	
			165	Preece's, double line.	94,425	
			50	Preece's, single line. No token.	23,925	
			86	Train wire, single line. No token.	25,800	
			20	Tyer's three position, double line.	24,225	
6	(a) & (b)	Madras and Southern Mahratta.	150	Theobald's Train Key, single line.	66,595	
			19	Winter's, double line.	6,846	
7	(a) & (b)	Nizam's Guaranteed State.	6	Webb and Thompson's, single line.	1,500	
8	(a) to (f)	North Western ...	19	Tyer's (L. & B.) ...	61,750	
9	(a) & (b)	Oudh and Rohilkhand.	13	Neale's, single line	21,870	
10	(a)	South Indian ...	65	Theobald's Train Key, single line.	74,750	
			2	Winter's Double Dial, single line, no token.	2,460	
		3' 3½" Gauge.				
11	...	Assam-Bengal ...	5	Neale's, single line.	5,747	
12	...	Bengal and North-Western.	5	Neale's, single line.	4,480	
			10	Tyer's Tablet, single line.	13,967	
13	...	Bengal Dooars ...	...	...	...	
14	...	Bhavnagar ...	2	Theobald's Train Key, single line	1,207	
2	(b) & (g) to (i)	Bombay, Baroda and Central India.	176	Tyer's Tablet, single line.	2,60,480	
			1	Tyer's three position double line.	930	
15	...	Burma ...	87	Neale's, single line.	1,05,400	
			8	Sykes' (L. & B.) ..	24,000	
			5	Theobald's Train Key, single line.	5,000	
			150	Train wire, single line, no token.	30,000	
			1	Tyer's Tablet, single line.	1,600	
		Carried over ...	2,090	...	18,77,529	

Railways on which points and signals were interlocked and on which block

Classification number of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Stations at which points and signals were interlocked.					
Main head.	Sub-head.		Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	Name of system of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.
1	2	3	4	5	6	7	8	9
		Brought forward .	4,145	1,793	...	31,974	3,568	Rs. 1,67,94,427
		3′ 3⅜″ Gauge—*concld.*						
16	...	Dibru-Sadiya . . .	37	...	...	...	...	...
8	(*b*) to (*d*)	Eastern Bengal . .	197	24	Cabin interlocking	396	45	1,71,466
					Grouped levers .	13	...	9,100
17	(*a*) & (*b*)	Gondal-Porbandar . .	28	...	List and Morse's .	228	...	1,03,913
					...	...	...	...
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	56	41	Cabin interlocking	49	6	36,546
					List and Morse's .	81	3	1,98,720
18	...	Jaunagar	7	...	...	...	...	...
19	...	Jodhpur-Bikaner .	141	...	...	...	...	...
20	...	Junagad	13	...	...	...	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta.	315	8	Cabin interlocking	63	10	32,500
21	...	Morvi	13	...	...	...	...	...
22	(*a*) & (*b*)	Rohilkund and Kumaon.	97	...	...	...	...	...
					Cabin interlocking	59	10	61,550
					Dutton's .	73	...	49,150
					Experimental .	16	4	11,700
10	(*b*) to (*i*)	South Indian . .	291	162	Grouped levers .	36	...	18,300
					List and Morse's .	271	30	1,58,750
					Winter's . .	862	316	4,13,600
22	...	Udaipur-Chitorgarh. .	11	...	...	...	...	...
		2′ 6″ Gauge.						
25	...	Arrah-Sasaram Light .	16	...	...	...	...	...
27	...	Baraset-Basirhat Light.	23	...	...	...	...	...
28	...	Barsi Light . . .	28	...	...	...	...	...
29	...	Bukhtiarpore-Bihar Light	12	...	...	...	...	...
31	...	Champaner-Shivrajpur Light.	7	...	...	...	...	...
32	...	Cutch	6	...	...	...	...	...
33	...	Dehri-Rohtas Light . .	6	...	...	...	...	...
34	...	Dholpur-Bari . .	7	3	Experimental .	2	...	922
3	(*b*)	Eastern Bengal . .	12	...	List and Morse's .	1	...	1,668
2	(*m*) to (*o*)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla	51	...	...	...	...	...
1	(*b*) to (*h*)	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	95	...	...	...	...	...
8	(*k*)	Kalka-Simla . . .	20	...	...	...	...	...
8	(*l*) & (*m*)	Kohat-Thal and Nowshera-Durgai.	17	...	...	...	...	...
10	(*f*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	8	...	...	...	...	...
21	...	Morvi	5	...	...	...	...	...
22	(*c*)	Powayan Light . .	8	...	...	...	...	...
40	...	Shahdara (Delhi)-Saharanpur Light.	17	...	...	...	...	...
41	...	Tarkeswar-Magra Light	16	...	...	...	...	...
42	...	Tezpore-Balipara Light .	7	...	...	...	...	...
		2′ 0″ Gauge.						
43	...	Darjeeling-Himalayan .	10	...	...	...	...	...
5	(*g*)	Gwalior Light . .	30	...	...	...	...	...
44	...	Howrah-Amta Light .	24	1	Cabin interlocking	10	...	...
45	...	Howrah-Sheakhala Light	16	...	...	...	...	1,799
46	...	Jagadhri Light . .	1	...	...	...	...	...
47	...	Porbat (Provincial) . .	6	...	...	...	...	...
5	(*h*)	Matheran Light . .	2	...	...	...	...	...
48	...	Pipar Road-Bhavi Light.	3	...	...	...	...	...
		Total .	5,795	2,027	...	34,131	3,992	1,80,50,531

DIX 21—*concld.*

instruments were used for train signalling at the close of the calendar year 1912.

Classification number of railway (detailed in "Index" to Appendix 9).		Railway system.	Block sections on which block instruments were used for train signalling.			Remarks.
Main head.	Sub-head.		Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	
10	11	12	13	14	15	16
		Brought forward ...	2,090	...	Rs. 18,27,529	
		3' 3⅜" Gauge—*concld.*				
16	...	Dibru-Sadiya . . .	...	...	...	
3	(*b*) to (*d*)	Eastern Bengal . .	57	Neale's single line	1,04,703	
			21	Tyer's Tablet, single line	58,702	
17	(*a*) & (*b*)	Gondal-Porbandar . .	...	...	...	
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	4	Webb and Thompson's, single line.	1,500	
18	...	Jamnagar . . .	...	...	...	
19	...	Jodhpur-Bikaner . .	...	...	...	
20	...	Junagad	...	...	...	
6	(*c*) to (*h*)	Madras and Southern Mahratta.	108	Roberts' single line . .	59,186	
			33	Winter's single line, no token.	15,100	
21	...	Morvi	...	...	...	
22	(*a*) & (*b*)	Rohilkund and Kumaon	...	...	...	
10	(*b*) to (*i*)	South Indian . .	75	Theobald's Train Key, single line.	86,250	
			23	Winter's Ticket issuing, single line.	28,290	
23	...	Udaipur-Chitorgarh .	...	...	...	
		2' 6" Gauge.				
25	...	Arrah-Sasaram Light .	...	...	...	
27	...	Baraset-Basirhat Light .	...	...	...	
28	...	Barsi Light . .	...	...	...	
29	...	Bukhtiarpore-Bihar Light	...	...	...	
31	...	Champaner-Shivrajpur Light.	...	...	...	
32	...	Cutch	...	...	...	
33	...	Dehri-Rohtas Light .	...	...	...	
34	...	Dholpur-Bari . .	4	Through wire, single line, no token.	250	
3	(*b*)	Eastern Bengal . .	...	...	...	
2	(*m*) to (*o*)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla.	...	...	...	
1	(*b*) to (*h*)	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	...	...	...	
8	(*k*)	Kalka-Simla	...	...	...	
8	(*l*) & (*m*)	Kohat-Thal and Nowshera Durgai.	...	...	...	
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	...	
21	...	Morvi	...	...	...	
28	(*c*)	Powayan Light . .	...	...	...	
40	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	
41	...	Tarkesar-Magra Light .	...	...	...	
42	...	Tezpore-Balipara Light .	...	...	...	
		2' 0" Gauge.				
43	...	Darjeeling-Himalayan .	...	...	...	
5	(*g*)	Gwalior Light . . .	...	...	...	
44	...	Howrah-Amta Light .	...	...	...	
45	...	Howrah Sheakhala Light	...	...	...	
46	...	Jagadhri Light . .	...	...	...	
47	...	Jorhat (Provincial). .	...	...	...	
5	(*h*)	Matheran Light . .	...	...	...	
48	...	Pipar Road-Bhavi Light.	...	...	...	
			2,415	...	22,31,590	

APPENDIX 22.

Train accidents and casualties on railways treated as one system during the calendar years 1911 and 1912.

Description.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890, i.e., serious accidents.		Other accidents.		Total number of accidents.		Number of passengers and others. (*Figures in italics represent persons who were not passengers.*)				Number of railway servants.				Total of all classes.			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1. Collisions between passenger trains or parts of passenger trains.	8	4	4	4	12	8	...	...	24	35	1	...	20	4	1	...	44	39
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	22	17	33	38	55	55	...	3	35	24	2	...	21	26	2	3	56	50
3. Collisions between goods trains or parts of goods trains.	16	13	76	77	92	95	1	...	...	8	7	9	12	36	8	9	12	39
4. Collisions between light engines	1	1	29	48	30	49	...	...	...	...	1	1	1	5	1	1	1	5
5. Passenger trains or parts of passenger trains leaving the rails	46	77	158	167	204	244	9	...	49	10	1	...	...	2	10	...	49	12
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	16	19	696	761	712	780	*1*	...	2 *1*	6	5	...	3	8	6	...	6	14
7. Trains or engines travelling in the wrong direction through points	9	18	147	173	156	191	...	...	3	15 2	1	...	4	6	1	...	7	23
8. Trains running into stations or sidings at too high a speed	2	3	32	28	34	31	...	...	...	*1*	...	...	...	5	...	...	...	6
9. Trains running over cattle on the line	7	4	6,607	6,992	6,614	6,996	...	...	...	2	...	...	...	1	...	...	...	3
10. Trains running over obstructions on the line	14	16	184	211	198	227	*7*	*10*	*20*	*14*	...	4	15	2	7	14	35	16
11. Trains running through gates at level-crossings	1	1	23	27	24	28	...	*3*	...	*1*	...	1	1	1	...	4	1	2
12. The bursting of boilers of engines	...	1	...	3	...	4	...	...	...	...	...	...	...	...	...	...	...	...
12 (a). The bursting of tubes, etc., of engines	...	1	279	275	279	276	...	...	...	...	...	...	3	2	...	...	3	2
Carried over ...	142	180	8,268	8,804	8,410	8,984	10 *8*	3 *13*	113 *21*	93 *20*	18	15	80	98	36	31	214	211

APPENDIX 22—*concld.*

Train accidents and casualties on railways treated as one system during the calendar years 1911 and 1912.

DESCRIPTION.	Accidents reported to Local Governments under section 88 of the Indian Railways Act. IX of 1890, i.e., serious accidents.		Other accidents.		Total number of accidents.		NUMBER OF PASSENGERS AND OTHERS. (*Figures in italics represent persons who were not passengers.*) Killed.		Injured.		NUMBER OF RAILWAY SERVANTS. Killed.		Injured.		TOTAL OF ALL CLASSES. Killed.		Injured.	
	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Brought forward	142	180	8,268	8,804	8,410	8,984	10 *3*	3 *13*	113 *21*	93 *20*	18	15	80	98	36	31	214	211
13. The failure of machinery, springs, etc., of engines	...	1	928	1,020	928	1,021	...	...	...	...	...	...	1	...	...	...	1	...
14. The failure of tyres	...	1	8	9	8	10	...	...	...	...	...	...	...	...	...	...	...	...
15. The failure of wheels	...	...	40	7	40	47	...	...	...	...	...	...	...	...	...	...	...	...
16. The failure of axles	4	3	50	88	54	91	...	...	...	...	...	...	...	...	...	...	...	...
17. The failure of brake apparatus	...	2	11	15	11	17	...	...	...	...	...	...	...	4	...	...	...	4
18. The failure of couplings	4	14	538	595	542	609	...	*1*	1	11	...	...	1	5	...	1	2	16
19. The failure of tunnels, bridges, viaducts, culverts, etc.	...	...	3	1	3	1	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	1	6	193	191	194	197	...	...	...	...	...	...	...	1	...	...	...	1
21. The flooding of portions of permanent-way	13	13	62	98	75	111	...	...	...	...	1	...	2	...	1	...	2	...
22. Slips in cuttings or embankments	2	3	74	78	76	81	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	4	2	252	314	256	316	2	3	5	16 2	1	...	6	2	3	3	11	20
24. Fire at stations, or involving injury to bridges or viaducts	3	6	73	124	76	130	*1*	1	...	...	...	1	...	4	1	2	...	4
25. Other accidents	43	56	896	1,238	939	1,294	7	*8*	15 *5*	39 *11*	7	4	35	16	14	12	55	66
TOTAL	216	287	11,396	12,572	11,612	12,859	12 *16*	7 22	134 *26*	159 *33*	27	20	125	130	55	49	285	322

Number of servants of all races employed on each railway system (open lines only) and

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Number of servants employed.							
			Europeans.		Anglo-Indians.		Indians.		Total.	
Main head:	Sub-head.		1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.
1	2	3	4	5	6	7	8	9	10	11
1	...	Bengal-Nagpur	593	609	719	813	33,117	35,314	34,429	36,737
2	...	Bombay, Baroda and Central India	855	854	804	793	55,020	55,325	56,679	56,977
3	...	Eastern Bengal	423	432	561	557	37,117	38,926	38,101	39,915
4	...	East Indian	1,678	1,676	1,151	1,139	86,753	93,727	89,587	96,542
5	...	Great Indian Peninsula	1,209	1,368	1,075	1,132	76,878	86,154	79,219	88,654
6	...	Madras and Southern Mahratta	345	338	1,754	1,791	41,499	41,116	43,598	43,245
7	...	Nizam's Guaranteed State	118	130	354	384	10,248	10,783	10,720	11,297
8	...	North Western	1,272	1,259	710	710	82,796	86,398	84,778	88,407
9	...	Oudh and Rohilkhand	*280	305	*306	302	*24,226	25,266	*24,812	25,873
10	...	South Indian	247	259	1,231	1,194	23,563	23,512	25,041	24,965
11	...	Assam-Bengal	84	74	220	219	8,417	8,761	8,721	9,054
12	...	Bengal and North-Western	154	160	231	241	22,600	22,854	22,985	23,255
13	...	Bengal Dooars	6	7	4	5	1,240	1,216	1,250	1,228
14	...	Bhavnagar	4	4	*11	11	*1,673	1,763	*1 688	1,778
15		Burma	222	196	662	670	19,769	18,854	20,653	19,720
16	...	Dibru-Sadiya	11	11	...	...	1,424	1,490	1,435	1,501
17	...	Gondal-Porbandar	2	2	11	11	1,006	1,205	1,019	1,218
18	...	Jamnagar	1	1	1	1	287	294	289	296
19	...	Jodhpur-Bikaner	15	18	8	10	5,931	6,243	5,954	6,271
20	...	Junagad	1	1	9	5	738	686	748	692
21	...	Morvi	1	...	...	...	509	510	510	510
22	...	Rohilkund and Kumaon	56	59	19	16	4,600	4,726	4,675	4,801
23	...	Udaipur-Chitorgarh	2	2	...	...	366	366	368	368
25	...	Arrah-Sasaram Light	2	3	...	...	408	379	410	382
27	...	Barasat-Basirhat Light	...	1	2	2	376	403	378	406
28	...	Barsi Light	6	6	16	40	724	970	746	1,016
29	...	Bukhtiarpore-Bihar Light	1	1	...	1	182	186	183	188
31	...	Champaner-shivrajpur Light	1	2	...	...	314	285	315	287
32	...	Cutch	1	1	...	...	168	194	169	195
33	...	Dehri-Rohtas Light	1	1	...	...	209	211	210	212
34	...	Dholpur-Bari	1	2	...	...	131	135	132	137
38	...	Madaya Light	...	§	...	§	...	§	...	§
40	...	Shahdara (Delhi)-Saharanpur Light	4	4	1	1	566	628	571	633
41	...	Tarkessar-Magra Light	...	...	1	1	260	268	261	269
42	...	Tezpore-Balipara Light	2	2	1	1	228	277	231	280
43	...	Darjeeling-Himalayan	23	24	9	10	871	856	903	890
44	...	Howrah-Amta Light	6	6	1	1	713	753	719	760
45	...	Howrah-Sheakhala Light	...	...	...	...	109	115	109	115
46	...	Jagadhri Light	...	...	...	...	60	69	60	69
47	...	Jorhat (Provincial)	1	1	...	...	233	232	234	233
48	...	Pipar Road-Bhavi Light	...	...	...	...	44	56	44	56
		Total	7,685	7,850	9,272	10,066	545,337	571,506	562,894	589,422

* Revised figures.

DIX 23.

the amounts deposited by them in the Provident Fund at the close of the calendar year 1912.

Amount deposited in Provident Fund.						Remarks.
Number of depositors.		Amount at credit on the 31st December 1912.				
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
12	13	14	15	16	17	18
		Rs.	Rs.	Rs.	Rs.	
628	5,867	3,23,544	25,62,188	23,57,427	52,43,159	
748	9,139	2,31,714	65,02,851	48,00,685	1,15,35,250	
194	6,958	66,670	26,13,361	22,34,457	49,14,488	
8,131	15,892	†	†	†	1,96,63,727	† Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
1	10,553	690	1,65,81,882	‡	1,65,82,572	‡ The bonus given by the railway is included in the amount at the credit of voluntary and compulsory depositors.
...	11,125	...	47,23,741	31,65,666	78,89,407	
...	2,243	...	11,32,788	10,38,249	21,71,037	
820	13,535	2,00,175	62,00,363	55,22,395	1,19,22,933	
225	3,906	51,983	17,16,490	14,97,725	32,66,198	
93	5,972	69,738	25,64,741	23,14,683	49,49,147	
63	1,718	10,356	7,05,811	4,62,521	11,78 668	
13	2,845	99,520	14,31,840	13,55,153	28.86 513	
...	184	...	68,302	48,507	1,36,809	
118	279	25,900	1,17,813	96,635	2,40,348	
...	3,577	...	19,21,344	16,40,091	35,61,435	
...	...	...	...	...	...	
25	246	6,520	68,568	56,556	1,31,654	
19	61	2.528	11,343	10,052	23,853	
74	822	13,501	1,85,937	1,67 884	3,67,342	
30	130	3,095	24,021	19,088	46,204	
...	107	...	31,666	2,878	34,544	
7	657	1,942	3,01,613	2,95,656	5,99,211	
...	42	...	14,398	12,773	27,171	
...	51	...	1,456	572	2,028	
...	64	...	4,368	9,406	13,774	
1	256	161	12,903	4,288	16,692	
...	30	...	3,075	3,663	6,738	
1	...	400	...	400	800	
...	...	...	...	...	...	
...	...	...	...	...	...	
...	...	...	...	...	...	
§	§	§	§	§	§	§ Information not furnished.
...	123	...	21,886	17,220	39,106	
...	86	...	9,173	3,655	12,828	
...	...	...	...	...	...	
...	206	...	1,47,360	2,15,725	3,63.085	
...	168	...	33,562	27,031	60,593	
...	16	...	749	6,429	7,178	
...	...	...	...	...	...	
7	36	1,453	13,825	7,882	23,160	
...	...	...	...	...	...	
11,197	96,854	11,09,570	4,97,48,738	2,73,95,347	9,79,17,682	

APPENDIX 24.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1912.

Classification No. of railway (Detailed in "Index" to Appendix 9).		Corps.	Enrolled strength.						Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of all arms and duties in corps, including those on construction work.	Total number of European and Anglo-Indian employés on open lines of railway.		
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
1	2	3	4	5	6	7	8	9	10	11
1	...	Bengal-Nagpur—								
		First and Second Battalions, Bengal-Nagpur Railway Volunteer Rifles	43	126	1,079	9	1,257	1,413	10	
2	...	Bombay, Baroda and Central India—								
		First and Second Battalions, Bombay, Baroda and Central India Railway Volunteer Rifles...	56	174	1,099	11	1,340	1,652	14	
3	...	Eastern Bengal—								
		Eastern Bengal Railway Volunteer Rifles	27	118	824	8	977	969	5	
4	...	East Indian—								
		East Indian Railway Volunteer Rifles	68	220	2,076	43	2,407	2,815	18	
5	(*a*) to (*f*)	Great Indian Peninsula—								
		First and Second Battalions, Great Indian Peninsula Railway Volunteer Rifles	53	214	1,401	53	1,721	2,497	12	
6	...	Madras and Southern Mahratta—								
		First and Second Battalions, Madras and Southern Mahratta Railway Volunteer Rifles ...	45	123	1,816	15	1,999	2,129	17	
7	...	Nizam's Guaranteed State—								
		Hyderabad Volunteer Rifles ...	12	37	218	10	277	514	2	
8	...	North Western—								
		First and Second Battalions, North Western Railway Volunteer Rifles	50	121	1,411	22	1,604	2,009	11	
9	...	Oudh and Rohilkhand—								
		Oudh and Rohilkhand Railway Volunteer Rifles	18	52	466	31	567	607	4	
		United Provinces Horse, Oudh Squadron	2	...	1	...	3		...	
10	...	South Indian—								
		South Indian Railway Volunteer Rifles	32	89	1,140	41	1,302	1,453	9	
11	...	Assam-Bengal—								
		Assam-Bengal Railway Volunteer Rifles	24	38	247	4	311	293	3	
12	...	Bengal and North-Western—								
		Bengal and North-Western Railway Volunteer Rifles ...	19	56	211	8	294	401	4	
		United Provinces Horse, Gorakhpur Squadron	4	4	26	3	37		1	
		Carried over ...	453	1,370	12,015	258	14,096	16,772	110	

APPENDIX 24—*concld.*

Number of men enrolled in Railway Volunteer Corps on the 31st December 1912.

Classification No. of railway (detailed in "Index" to Appendix 9).		Corps.	Enrolled strength.					Total number of European and Anglo-Indian employés on open lines of railway.	Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including those on construction work.			
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
1	2	3	4	5	6	7	8	9	10	11
		Brought forward ...	453	1,370	12,015	258	14,096	16,772	110	
13	...	Bengal Dooars—								
		Northern Bengal Mounted Rifles, C. and G. Squadron ...	...	...	4	...	4	12	...	
14	...	Bhavnagar—								
		First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	...	1	3	...	4	15	...	
15	...	Burma—								
		Burma Railways Volunteer Corps	36	77	657	10	780	866	9	
17	...	Gondal-Porbandar—								
		First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	...	1	9	...	10	13	...	
19	...	Jodhpur-Bikaner—								
		Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	...	1	25	...	26	28	...	
20	...	Junagad—								
		First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	...	2	3	...	5	6	...	
22	...	Rohilkund and Kumaon—								
		Bengal and North-Western Railway Volunteer Rifles	3	10	50	1	64	75	...	
23	...	Udaipur-Chitorgarh—								
		Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles ...	...	1	...	...	1	2	...	
31	...	Champaner-Shivrajpur Light—								
		Great Indian Peninsula Railway Volunteer Rifles	1	...	...	...	1	2	...	
40	...	Shahdara (Delhi)-Saharanpur Light—								
		North Western Railway Volunteer Rifles	...	...	2	...	2	5	...	
41	...	Tarkessur-Magra Light—								
		East Indian Railway Volunteer Rifles	...	...	1	...	1	1	...	
43	...	Darjeeling-Himalayan—								
		Northern Bengal Mounted Rifles, "A" and "B" Troops ...	2	3	15	...	20	34	...	
		TOTAL ...	495	1,466	12,784	269	15,014	17,831	119	

APPENDIX 25.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the calendar year 1912.

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway system.	Number of Subordinate officers of (*i*) Government and (*ii*) Railway Police.	Number of (*i*) Government Constables and (*ii*) Railway Watchmen.	Portion of the total annual cost borne by the Railway Administration.				Cost of total force to the Railway Administration.		Remarks.
Main head.	Sub-head.				Supervision.	(*i*) Government Constables and (*ii*) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per mile open.	Per train mile.	
1	2	3	4	5	6	7	8	9	10	11	12
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	Bengal-Nagpur . .	57	1,045	49,985	83,266	14,828	1,48,079	58·14	0·01	
2	...	Bombay, Baroda and Central India.	293	2,414	89,406	1,78,618	30,618	2,98,642	87·35	0·02	
3	...	Eastern Bengal .	150	1,785	1,153	76,547	707	78,407	47·28*	0·01	
4	...	East Indian . .	135	2,716	1,09,394	2,03,911	70,253	3,83,558	146·14	0·02	
5	(*a*) to (*f*).	Great Indian Peninsula	35	1,603	80,784	1,65,330	31,605	2,77,719	95·73	0·01	
6	...	Madras and Southern Mahratta.	57	1,809	37,899	2,04,372	18,600	2,60,871	83·27	0·02	
7	...	Nizam's Guaranteed State.	11	466	24,312	64,405	4,695	93,412	117·79	0·03	
8	...	North Western .	...	2,119	...	2,52,192	439	2,52,631	51·00	0·01	
9	...	Oudh and Rohilkhand	...	555	...	48,018	2,968	50,986	31·48	0·01	
10	...	South Indian . .	...	451	...	1,86,920	...	1,86,920	110·30	0·02	
11	...	Assam-Bengal . .	13	317	20,210	23,996	7,009	51,215	63·62	0·03	
12	...	Bengal and North-Western.	51	683	7,186	79,952	1,503	88,641	45·02	0·01	
13	...	Bengal Doears . .	...	13	...	1,610	...	1,610	10·52	...	
14	...	Bhavnagar . . .	14	69	...	...	...	18,372	94·80	0·04	
15	...	Burma . . .	55	562	53,498	75,251	11,943	1,40,692	91·07	0·02	
16	...	Dibru-Sadiya . .	1	11	655	1,096	17	1,768	19·32	0·02	
17	...	Gondal-Porbandar .	13	43	...	14,846	...	14,846	78·56	0·04	
18	...	Jamnagar . . .	1	8	...	...	...	4,284	85·18	0·06	
19	...	Jodhpur-Bikaner .	5	141	2,965	11,405	263	14,633	12·00	...	
20	...	Junagad . . .	7	21	3,562	2,772	*2,315	8,649	86·06	0·06	* Includes Rs. 619 being the share of cost of reserved force.
21	...	Morvi	5	23	2,296	3,062	1,446	6,804	73·30	0·03	
22	...	Rohilkund and Kumaon	10	254	1,524	17,370	1,574	20,468	37·04	0·02	
28	...	Barsi Light . . .	...	34	244	2,266	158	2,668	14·40	0·02	
31	...	Champaner-Shivrajpur Light.	...	1	...	108	...	108	5·34	...	
33	...	Dehri Rohtas Light .	...	6	432	...	...	432	18·12	...	
34	...	Dholpur-Bari . .	...	10	...	465	3	468	23·85	0·03	
46	...	Jagadhri Light . .	...	5	...	660	12	672	203·02	0·04	

APPENDIX 26.

Transactions of the Fine Funds for the calendar year 1912.

Classification No. of Railway (Detailed in "Index" to Appendix 9)		Railway system.	Assets.				Disbursements.						Balance on 31st December 1912.
Main head.	Sub-head		Balance on 31st December 1911. (Revised.)	Fines and bonus forfeited during 1912.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs.	Rs.	Rs.	Rs	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur	47,133	19,162	966	67,261	...	82	1,123	7,155	18,646	27,006	40,255
2	...	Bombay, Baroda and Central India	6,747	10,858	115	17,720	250	600	6,775	2,000	2,401	12,026	5,694
3	...	Eastern Bengal	835	14,880	37	15,752	...	80	4,233	8,910	1,609	14,832	920
4	...	East Indian	61,567	30,326	1,797	93,690	...	...	4,572	8,725	23,309	35,606	58,084
5	...	Great Indian Peninsula	1,997	51,567	961	54,525	...	900	4,297	4,716	34,579	44,492	10,033
6	...	Madras and Southern Mahratta	36,643	8,369	632	45,649	...	1,762	2,500	351	14,989	19,602	26,047
7	...	Nizam's Guaranteed State	22,936	3,631	930	25,547	...	...	...	...	2,736	2,736	22,811
8	...	North Western	27,670	31,291	931	59,892	2,956	350	14,835	23,491	4,144	45,776	14,116
9	...	Oudh and Rohilkhand	24,651	10,424	562	35,637	...	...	1,948	2,709	5,034	9,691	25,946
10	...	South Indian	1,02,844	3,015	3,039	1,08,898	...	1,168	951	4,922	21,563	28,604	80,294
11	...	Assam-Bengal	9,699	8,203	...	17,902	...	275	2,192	1,407	4,024	7,988	9,914
12	...	Bengal and North-Western	1,65,067	25,436	5,334	1,95,837	100	76	1,200	1,948	4,529	7,853	1,87,984
13	...	Bengal Docars	4,416	1,918	94	6,428	...	...	120	473	...	593	5,835
14	...	Bhavnagar	2,242	208	69	2,519	...	...	...	...	350	350	2,169
15	...	Burma	1,355	16,912	...	18,267	...	...	88	11,827	5,380	17,295	972
17	...	Gondal-Porbandar	2,111	451	66	2,628	...	10	226	...	30	266	2,362
18	...	Jamnagar	437	61	4	502	...	...	...	...	...	...	502
19	...	Jodhpur-Bikaner	13,918	6,011	394	20,323	240	212	728	1,721	353	3,254	17,069
20	...	Junagad	741	146	23	910	...	...	...	...	...	...	910
21	...	Morvi	990	259	...	1,249	...	...	138	...	...	138	1,102
22	...	Rohilkund and Kumaon	50,219	4,911	1,202	55,323	...	...	...	...	1,737	1,737	54,586
23	...	Udaipur-Chitorgarh	632	67	...	699	...	...	...	...	...	...	699
28	...	Barsi Light	...	205	...	205	...	...	...	...	...	...	205
31	...	Champaner-Shivrajpur Light	...	39	...	39	...	...	...	...	...	...	39
33	...	Dehri-Rohtas Light	...	23	...	23	...	...	...	...	...	...	23
34	...	Dholpur-Bari	24	44	...	68	...	...	...	...	30	30	38
41	...	Tarkeswar-Magra Light	...	30	...	30	30	...	...	...	...	30	...
42	...	Tezpore-Balipara Light	9	41	...	50	...	...	27	...	3	30	20
43	...	Darjeeling-Himalayan	313	106	...	419	...	...	...	...	...	2	417
46	...	Jaggadhri Light	1	41	...	42	...	...	...	...	...	...	42
47	...	Jorhat (Provincial)	544	140	15	699	96	...	...	...	...	96	603

APPEN

Railway and Railway-aided schools at

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Railway						In
			Number of schools.	Attendance.				Balance of funds in hand at the close of the year 1911.	Government grant.
				Children		Apprentices and workmen.			
Main head.	Sub-head.			Number on the rolls	Average daily attendance.	Number on the rolls.	Average daily attendance.		
1	2	3	4	5	6	7	8	9	10
								Rs.	Rs.
1	...	Bengal Nagpur	European ...	10	444	360	...	*13,033	9,306
			Indian ...	17	922	711	1,028	320	*5,054	5,025
2	(*a*) & (*c*) to (*f*) & (*m*) to (*o*)	Bombay, Baroda and Central India	European ...	4	125	102	...	...	2,766	1,969
			Indian ...	3	117	87	24	20	...	...
3	...	Eastern Bengal	European ...	...	...	...	...	...	...	...
			Indian ...	8	184	155	423	142	...	...
4	...	East Indian	European ...	23	948	853	106	98	*4,475	27,234
			Indian ...	72	3,328	2,454	4,581	1,281	14,062	13,015
5	(*a*) to (*f*)	Great Indian Peninsula ...	European	8	374	287	...	...	...	6,493
			Indian ...	...	...	...	...	...	...	...
6	...	Madras and Southern Mahratta ...	European ...	18	863	684	...	...	...	11,077
			Indian ...	4	290	239	58	9	...	803
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	European ...	1	49	46	...	...	274	...
			Indian ...	1	55	42	...	...	*56	...
8	...	North-Western	European ...	2	80	64	30	25	3,340	2,979
			Indian ...	27	71	58	2,908	663	*1,687	...
9	...	Oudh and Rohilkhand ...	European ...	5	67	54	30	26	566	965
			Indian ...	4	18	16	144	35	...	...
10	(*a*)	South Indian	European ...	3	119	94	...	...	3	1,792
11	...	Assam-Bengal	Indian ...	...	...	...	...	...	...	...
12	...	Bengal and North-Western ...	European ...	2	58	51	...	...	*3,473	2,628
			Indian ...	...	...	...	...	...	...	...
13	...	Bengal Dooars	Indian ...	...	...	...	...	...	...	...
14	...	Bhavnagar	Indian ...	1	21	18	...	...	*47	...
2	(*b*) & (*g*) to (*l*)	Bombay, Baroda and Central India	European ...	9	208	152	97	85	1,461	5,144
			Indian ...	9	423	352	72	64	203	1,220
15	...	Burma	European ...	3	117	104	19	17	*903	3,243
			Indian ...	2	183	156	28	23	*3,044	3,778
16	...	Dibru-Sadiya	Indian ...	1	103	85	...	...	...	...
17	...	Gondal-Porbandar	Indian ...	1	48	41	...	...	*42	...
19	...	Jodhpur-Bikaner	Indian ...	2	30	20	...	...	...	...
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	European ...	3	100	76	...	...	833	...
			Indian ...	2	75	53	...	...	124	...
21	...	Morvi	Indian ...	1	13	12	...	...	...	...
10	(*b*) to (*l*)	South Indian	European ...	5	249	197	24	23	1,993	4,030
42	...	Tezpur-Balipara Light ...	Indian ...	1	...	...	19	5	...	...
			Total	255	9,682	7,323	9,591	2,881	48,549	1,00,701

* Revised figures.

DIX 27.

the close of the calendar year 1912.

SCHOOLS.							RAILWAY-AIDED SCHOOLS.						
COME.								AVERAGE DAILY ATTENDANCE.		RAILWAY GRANT.			
Railway grant.		School fees.	Miscellaneous receipts.	Total income.	Total expenditure.	Balance in hand at the close of the year 1912.	Number of schools.	Children.	Apprentices and workmen.	From Revenue.	From the Fine Fund.	Total.	REMARKS.
From Revenue.	From the Fine Fund.												
11	12	13	14	15	16	17	18	19	20	21	22	23	24
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.	
11,022	289	12,547	7,336	53,513	39,420	14,093	3	350	...	1,020	...	1,020	
8,535	854	5,727	1,680	26,875	18,988	7,887	...	...	...	...	...	...	
3,906	1,440	1,893	126	12,100	10,141	1,959	24	102	...	4,746	...	4,746	
558	...	73	...	631	522	109	...	...	...	...	...	...	
...	...	...	...	...	...	...	6	128	...	2,671	2,914	5,585	
2,434	...	...	...	2,434	2,434	...	15	875	...	1,319	1,319	2,638	
27,171	.....	1,04,369	11,030	1,65,329	1,74,000	– 8,671	7	359	...	2,680	1,500	4,180	
4,574	2,658	16,934	4,227	55,470	37,910	17,560	2	525	...	...	414	414	
41,217	2,597	7,385	1,388	59,080	59,080	...	17	399	...	5,406	1,500	6,906	
...	...	...	...	...	...	...	7	338	...	1,491	200	1,691	
24,610	5	8,708	3,609	48,009	48,009	...	8	222	...	98	3,365	2,463	
2,844	...	511	...	4,158	4,158	...	2	133	...	...	130	130	
1,029	...	415	...	1,718	1,034	684	...	...	...	...	...	...	
252	...	130	...	438	329	109	...	...	...	...	...	...	
3,231	969	695	27	11,241	8,396	2,845	24	713	...	29,947	12,646	42,593	
8,005	83	...	...	9,775	7,121	2,654	6	299	4	3,795	1,137	4,932	
2,886	417	1,724	...	6,558	5,922	636	19	178	...	10,050	1,218	11,268	
692	87	...	...	779	779	...	4	170	23	1,691	226	1,917	
3,537	112	717	60	6,221	6,218	3	3	256	...	375	312	687	
...	...	...	...	...	...	...	5	119	...	...	2,192	2,192	
1,200	1,200	1,191	179	9,871	5,838	4,033	...	...	...	...	...	...	
...	...	...	...	...	...	...	2	87	...	324	...	324	
...	...	...	...	...	...	...	2	30	...	435	120	555	
150	...	34	...	261	223	38	...	...	...	...	...	...	
5,468	3,839	5,960	776	22,643	19,844	2,804	30	151	...	10,144	180	10,324	
2,419	716	2,595	4	7,217	6,819	398	4	665	...	1,341	600	1,941	
648	66	3,166	...	8,026	7,151	875	23	57	...	979	...	979	
1,963	22	2,440	135	11,382	8,961	2,421	23	62	...	1,008	...	1,008	
360	...	948	361	1,669	1,669	...	...	...	...	...	...	...	
624	226	174	...	1,066	1,066	...	...	...	...	...	...	...	
...	728	...	...	728	728	...	...	...	...	...	...	...	
3,315	...	698	...	4,846	3,376	1,470	3	224	...	506	...	506	
1,375	...	206	...	1,705	1,332	373	9	664	...	1,292	...	1,292	
...	138	...	...	138	138	...	...	...	...	...	...	...	
3,981	107	878	41	11,030	10,864	166	1	60	...	...	420	420	
34	27	...	...	61	61	...	...	...	...	...	...	...	
1,68,070	16,560	1,80,118	30,979	5,44,977	4,92,531	52,446	249	7,196	27	81,318	29,393	1,10,711	

APPENDIX 28.

No. 105 R. P. of 1910.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 23rd June 1910.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

RESOLUTION.—In supersession of all previous orders on the subject, the following information is published detailing the conditions on which the Government of India will be prepared to receive applications for the grant of financial assistance to companies formed to provide capital for the construction of such branch railways as Government may be prepared to entrust to companies. The opportunity has been taken to consolidate the existing orders on the subject, and the terms offered have been made considerably more liberal in several respects.

2. The conditions on which concessions for the construction of branch lines will be granted are as follows :—

(i) The prospectus of the company to be formed for the purpose of providing capital for the line must be submitted to, and approved by, the Government of India before issue. The capital of the company must be expressed in rupees, and subscription must be invited only in India. The construction of the line will not be begun until the Government of India are satisfied that capital sufficient to meet the estimated expenditure has been subscribed.

(ii) The railway shall be built according to plans and estimates approved by the Government of India, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the line, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.

(iii) All land in British Territory, which is, in the opinion of the Government of India, required for the construction of the line, will be provided free of charge including land permanently or temporarily required for quarrying ballast, for brickfields and similar purposes.

(iv) The results of existing surveys will be made available to persons applying for concessions under these rules. In cases where this is considered advisable by the Railway Board, fresh surveys will be made at the request of promoters enquiring into the probable prospects of any projected line, on the understanding that no preferential claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made by the Government, shall be included in the capital cost of the railway. The Government of India expressly disclaim all responsibility for the accuracy of any survey, plan, estimate, or other information supplied by them.

(v) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the charges and on the conditions in force for the time being for similar services on State railways.

(vi) Railway materials for the construction of the branch line will be carried over State railways at the special rates charged for similar materials belonging to State railways.

(vii) The Government of India will grant financial assistance to approved companies either in the shape of a guarantee of interest on capital expenditure, or of a rebate to the branch line company from the net earnings of the main line

APPENDIX 28—*contd.*

from traffic interchanged with the branch. Assistance in the latter form can only be promised where the main line is worked by the State ; but the Government of India will, in other cases, endeavour to arrange on behalf of the branch line company a similar agreement with the company working the parent line. A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line :

(*a*) *Guarantee of interest.*—The Government of India will be prepared to guarantee from the close of the period during which interest is payable out of capital a fixed minimum dividend of 3½ per cent on the actual capital expenditure on the railway to the end of the year in respect of which the dividend is declared, subject to the condition that all surplus profits which may be earned by the company in excess of 5 per cent shall be equally divided between the Government and the company. This guarantee, where given, will remain in force until the line is purchased by the Government. Any sums payable by the Government under the guarantee shall be payable in rupees.

(*b*) *Rebate.*—When the branch line connects with a railway owned and worked by the State, the Government of India will be prepared to allow the company in respect of and at the end of each calendar year, by way of rebate, such a sum, not exceeding in any year the net earnings (exclusive of earnings derived from the carriage of revenue stores) from traffic interchanged between such State railway and the branch line as shall, together with the net earnings of the branch line, make up an amount equal to interest at the rate of 5 per cent per annum on the actual expenditure charged to the capital account of the company. This undertaking will be subject to the proviso that, when the net earnings of the company, without the assistance of a rebate, suffice to pay interest at a rate exceeding 5 per cent, the surplus shall be divided equally between the Government and the company. The payment of rebate shall commence at the close of the period during which interest is payable from capital. Payments on account will, subject to subsequent adjustment, be permissible at the end of each half-year. For the purpose of calculating the rebate, the net earnings of the main line from traffic interchanged with the branch, will be assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole main line system, including the branch, bear to the gross earnings of the whole system.

(viii) No concession will be granted with the form of assistance referred to in condition (vii) (*a*) above, until terms for the construction and working of the proposed branch line by the main line administration have been arranged to the satisfaction of the Government of India. If, in the case of a concession granted with the form of assistance referred to in condition (vii) (*b*), it be intended by the branch line company to construct and work the branch line itself, the amount to be spent each year on working expenses will be subject to the approval and sanction of the Government of India.

(ix) Where the main line is a railway owned and worked by the State, the main line administration will, if it is so desired, work the branch line for a percentage of the gross earnings of the branch. When the branch and main line are of the same gauge this percentage will usually be that obtaining on the whole system, including the branch, from time to time, but will not in any case exceed 50 per cent of the gross earnings of the branch from all sources, and will include all charges on account of the use of the main line rolling-stock, subject to the condition that the company shall, if and when required to do so during the continuance of the working contract, bear the capital portion of the cost as stated by Government of strengthening the permanent-way and bridges of the branch line to enable the rolling-stock for the time being of the working railway to be used on it without restriction. Where the gauges are not the same, special working terms will be fixed in each case. When the main line is not worked by State agency, the Government of India, if desired to do so by the branch line company, will endeavour to negotiate similar terms for working with the main line administration.

(x) No capital expenditure by the branch line company shall be recognised, as between the Government of India and the company, unless the prior sanction of the Government of India to that expenditure has been obtained. The company shall have no power to increase its share or stock capital without

APPENDIX 28—*contd.*

the sanction of the Government of India or the Secretary of State, or to borrow money, otherwise than for purely temporary purposes, except on conditions to be specified by these authorities.

(xi) The branch line company, if so required, shall keep accounts in forms approved by the Government of India, and they shall supply, free of charge, all accounts required by the Government. The accounts will be subject to audit by officers appointed by the Government.

(xii) Funds for the execution of new works chargeable to capital, which may be found to be necessary for the safety or efficiency of working after the branch railway has been opened to public traffic, shall be provided by the branch line company. Such works, and their cost shall, when the branch railway is worked by the main line administration, be agreed upon between the branch line company and the main line administration before they are undertaken; in the event of any difference of opinion as to the necessity for, or the cost of, any such work, the matter shall be referred to the Railway Board, whose decision shall be final.

In the event of the branch line company failing to provide, after six months' notice, any additional capital for work required under this condition or conditions (ii) and (ix) above, the Government of India shall be at liberty to supply the necessary funds, and to carry out the work, and shall be entitled to receive from the sums payable to the branch line company, by way of net earnings or rebate, interest at 5 per cent (or any lower rate that it may in special cases agree to accept) on funds so applied.

(xiii) Subject to the law for the time being in force, payment out of capital will be sanctioned, during a period which may extend to the close of the half-year in which the railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings, shall be required to pay interest at a rate to be agreed upon on the paid-up capital of the company.

(xiv) Such expenses on account of administration of the branch line company as the Government of India may sanction may be charged during construction to the capital account of the company, and with effect from the date on which the line is opened for traffic throughout will be charged as follows:

(*a*) if the branch line company works its own line, as part of the working expenses of the line:

(*b*) if the company's line is worked by the main line administration:

(1) when the net earnings do not suffice to pay interest at 5 per cent (or suffice to pay only 5 per cent) on the capital expenditure, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working agency:

(2) when the net earnings exceed 5 per cent on the capital expenditure, as a first charge on surplus profits before division; provided that, if the surplus profits are insufficient to meet the administration charges, the balance will be paid by the working agency out of the stipulated percentage of the earnings of the branch taken by it.

(xv) The rates and arrangements in force on State railways as regards services rendered to other departments of State shall apply to the branch line. The branch line company shall also be liable when called on to provide, at such stations as may be ordered by Government, buildings for post office and quarters for post office staff at a charge not exceeding 7½ per cent per annum on the capital cost of the said buildings and quarters.

(xvi) The Government of India reserve the right to fix and vary from time to time the classification of goods for tariff purposes, and the maximum and minimum rates for each class of goods and for passengers. They also reserve a general right of control in respect of the number and timing of trains.

(xvii) During the first year after opening of the branch line, or part thereof, the expenditure incurred on the maintenance of the line may be charged to capital.

(xviii) Notwithstanding anything in the preceding clauses, expenditure due to extraordinary accidents and casualties, or to defects and their consequence in the construction of the line or in any part thereof, shall be met by the branch line company, in addition to the percentage of earnings payable to the main line

APPENDIX 28—*contd.*

as working expenses, and shall be charged against the branch line net earnings, or against capital, according to circumstances, in accordance with the general usage on Indian railways.

(xix) All agreements for lines constructed under these terms shall include a special purchase clause permitting the Government of India to purchase the lines at any time, after giving one year's notice, in the following cases:

(1) When the Government of India consider it desirable that the gauge of the branch line should be altered.

(2) When it is desired to convert the branch line into a line of through communication.

(3) When the Government of India desire to extend the branch line (without altering the gauge or making the line part of a through route), and the branch line company is unable or unwilling to supply the necessary capital for such extension.

In the event of a line being purchased under this clause, the price payable shall be 25 times the average net earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, or 115 per cent of the capital expenditure on the line, whichever may be the greater. All payments shall be made on a rupee basis.

(xx) The agreements shall also include an ordinary purchase clause permitting the Government of India to purchase the lines at the expiry of 30 years from the date on which the railway was declared open for traffic or at subsequent intervals of 10 years, subject to the condition that at least one year's previous notice of the intention to purchase has been given. The price payable on purchase under this clause shall be 25 times the average net annual earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, subject to a maximum of 120 per cent and a minimum of 100 per cent of the capital expenditure on the line at the time of purchase. All payments shall be made on a rupee basis.

3. Applications for concessions under these orders should be submitted in the forms prescribed by Memorandum A attached to this Resolution. Copies of the forms may be obtained on application to the Secretary to the Railway Board. Requests from promoters for information as regards existing surveys, or for new surveys—*vide* paragraph 2 (*iv*)—should be addressed to the Secretary to the Railway Board. Applications for new surveys should contain the information required by Memorandum B hereto attached.

The Secretary to the Government of Madras, Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, Eastern Bengal and Assam, the United Provinces of Agra and Oudh and the Punjab, Public Works Department.
The Honourable the Resident at Hyderabad.
The Honourable the Resident in Mysore.
The Honourable the Chief Commissioners of the Central Provinces and Coorg.
The Honourable the Agents to the Governor-General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province.
The Accountant-General, Public Works Department.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Rangoon and Chittagong Chambers of Commerce.

ORDER.—Ordered that this resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

R. C. F. VOLKERS,
Secretary to the Railway Board.

Documents accompanying.

Enclosure No. I. Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendices A, B and C.

Enclosure No. II, Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway by the Railway Board.

APPENDIX 28—*contd.*

Enclosure No. I (with Form A and Appendices A, B and C) to Government of India resolution No. 105 R. P. of 1910.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by State or to railways worked by Companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Railway Board.

2. All such applications shall be printed and shall be drawn up, as far as may be in Form A attached hereto, and shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) the motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement;

(*h*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. If Government are prepared to entertain an application put forward in respect of a line that has already been surveyed, permission will be accorded on application to the Secretary to the Railway Board, to inspect, at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter, is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

APPENDIX 28—*contd.*

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the Company, person or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	*Reference to an Appendix* (vide *Appendix A*) *may be here given if necessary.*
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an Appendix* (vide *Appendix B*) *may be here given if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	*Referenee to an Appendix* (vide *Appendix C*) *may be here given if necessary.*
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 28—*contd.*

Appendix A.

Alignment of proposed branch railway.

From _____ to _____

Principal towns and districts or provinces through which the projected railway will pass.

Towns.	Districts or Provinces.

APPENDIX 28—*contd.*

Appendix B.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger fares—		
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...

	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriage	...	...

	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck	...	...

	Maximum. Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	...	...

	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	...	...

Parcels and luggage—

If it is proposed to adopt the rates approved by the Indian Railway Conference Association, it will be sufficient to state this fact; otherwise the rates proposed should be stated.

	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Special class	...	...
X class (Explosives, including dangerous goods)	...	...

APPENDIX 28—*contd.*

Appendix C.

Working of proposed branch railway.

No agreement has yet been arranged with any existing Railway Administration under which the projected branch railway is to be worked; but when completed, it is proposed to offer the working to the_____Railway Company on the following terms :—

(i)_____

(ii)_____

(iii), etc._____

APPENDIX 28—*contd.*

Or

It has been provisionally arranged with the———————Railway Company to work the projected branch railway, when completed, on the following terms:—

(i)

(ii)

(iii), etc.

APPENDIX 28—*concld.*

Enclosure No. II to Government of India resolution No. 105 R. P. of 1910.

MEMORANDUM B.

Information to be supplied by persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out by the Railway Board.

1. All such applications shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

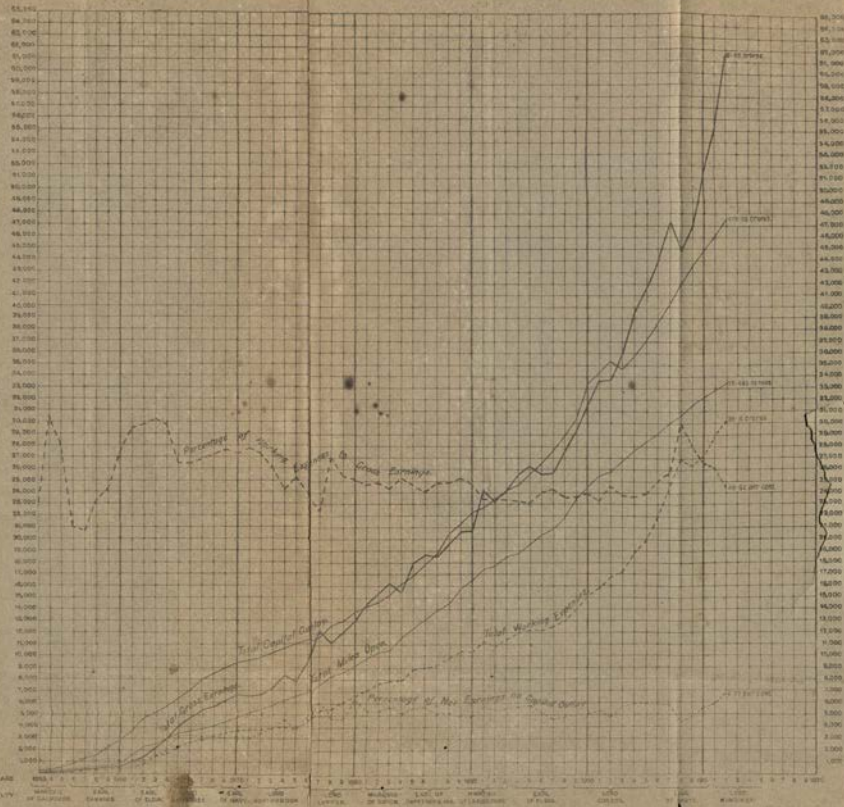
(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

2. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show the general course and direction.

17RAR—1,825—20-6-13—GCBP Simla.

INDIAN RAILWAYS.

DIAGRAM SHOWING, FOR EACH YEAR, THE TOTALS UP TO 31st DECEMBER 1912 FOR CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES, MILES OPEN, PERCENTAGE OF NET EARNINGS ON CAPITAL OUTLAY AND PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS.



NOTE.

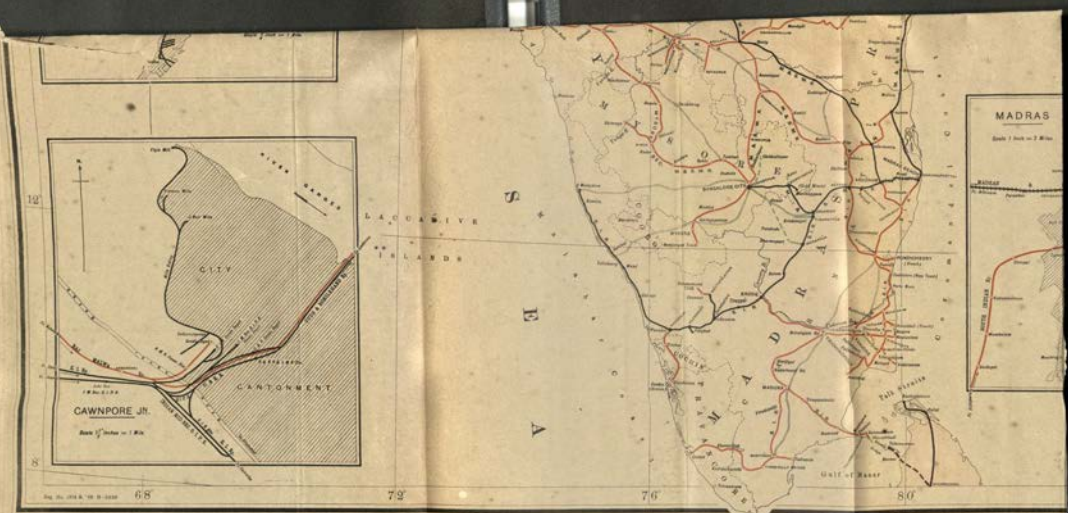
The figures on this scale represent lakhs for the Capital Outlay, tens of thousands for Gross Earnings and Working Expenses, and Miles for Open mileage.

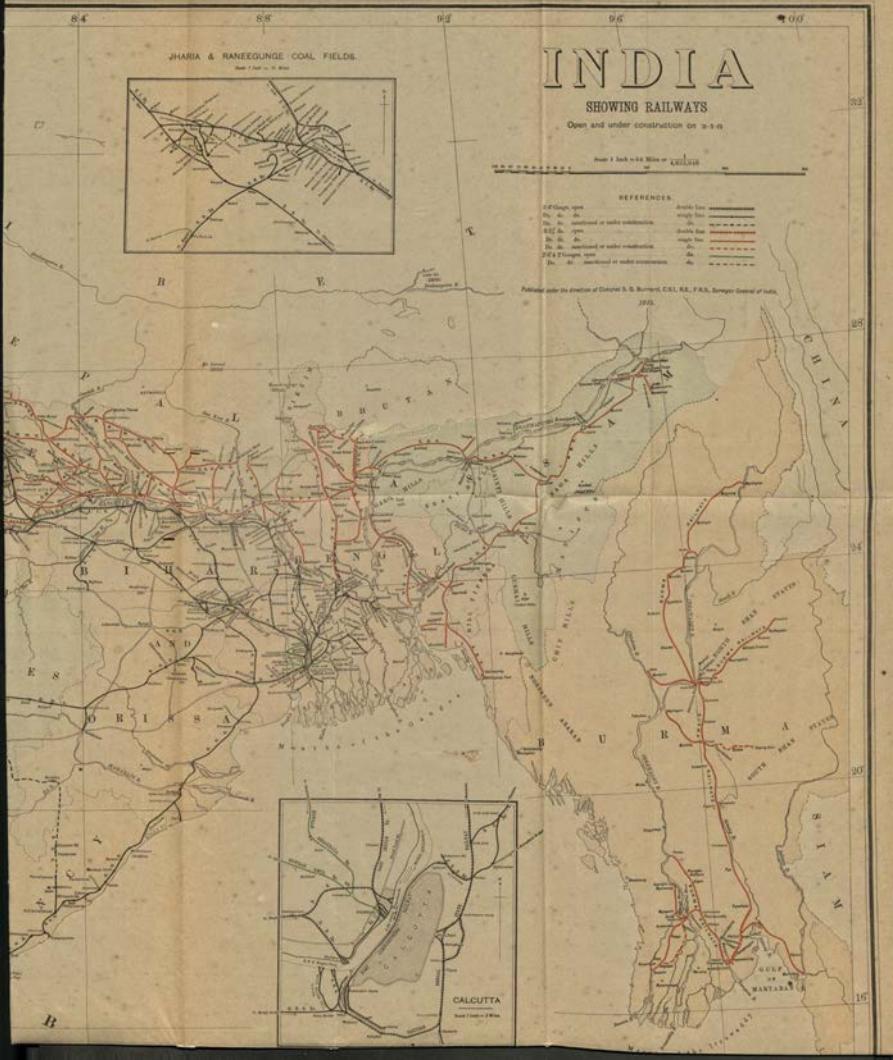
In the case of Percentage of Net Earnings on Capital Outlay and Percentage of Working Expenses to Gross Earnings, each square represents one and two per cent. respectively.

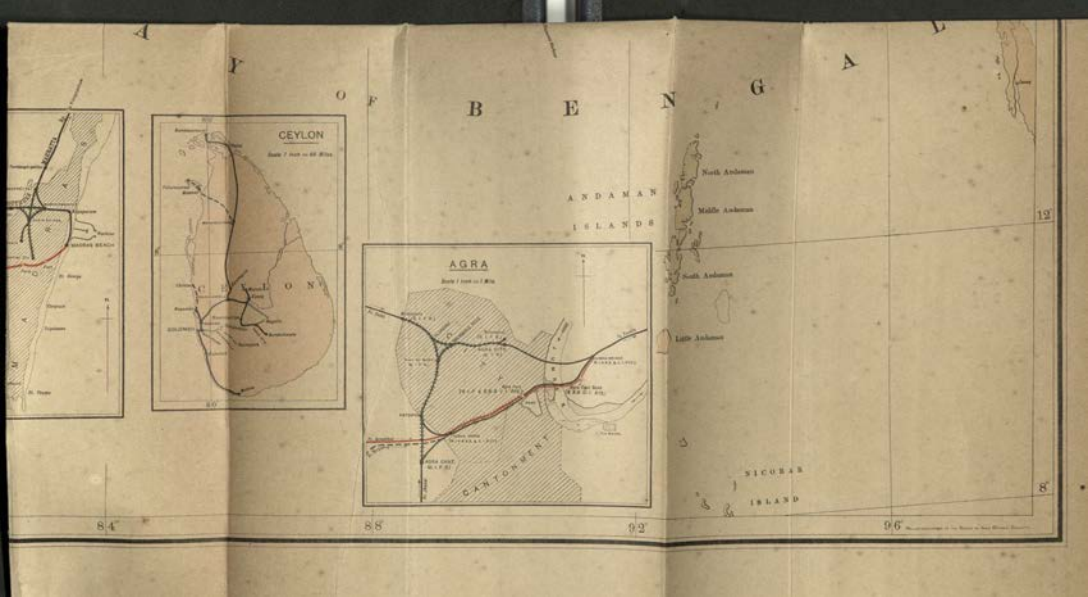
The "Total Capital Outlay" is that on all Indian railways, viz. (i) open (ii) partly or wholly under construction, and (iii) on miscellaneous items, while for the purposes of the "Percentage of Net Earnings on Capital Outlay" (i) alone is reckoned.

[The decrease in the Total Capital Outlay in 1903 is due to revision of the outlay hitherto adopted for lines purchased by the State from Guaranteed Ry. Companies.]

RAJPUTANA AGENCY
BALUCHISTAN AGENCY
BOMBAY


CAWNPORE JN.
CITY
CANTONMENT
RIVER GANGES
LACCADIVE ISLANDS
S E A
MADRAS
Gulf of Manar
12
8
68
72
76
80


INDIA
SHOWING RAILWAYS
Open and under construction on 2-1-13
REFERENCES.
Published under the direction of Colonel S. G. Burrard, C.S.I., R.E., F.R.S., Surveyor General of India.
JHARIA & RANEEGUNGE COAL FIELDS.
CALCUTTA
BHUTAN
BIHAR
BENGAL
ORISSA
BURMA
CHINA
SIAM
GULF OF MARTABAN
CHIT HILLS
BURMESE ARAKAN
SOUTH SHAN STATES
84°
88°
92°
96°
100°
32°
28°
24°
20°
16°



A Y O F B E N G A L
CEYLON
AGRA
CANTONMENT
ANDAMAN ISLANDS
North Andaman
Middle Andaman
South Andaman
Little Andaman
NICOBAR ISLAND
12°
8°
84°
88°
92°
96°

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on 01 February, 2020